

# Punctuality Statistics

Economic Regulation Group  
Aviation Data Unit



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

**Full and Summary Analysis**

**October 2003**

**Disclaimer**

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

## Contents

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

## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

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

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

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

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

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
KLAGENFURT	EXCEL AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	11	0	0	0
<b>TOTAL KLAGENFURT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	FLYBE.BRITISH EUROPEAN	S	18	0	0	56	28	6	11	0	0	24	0	0	0
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
VIENNA	DUO AIRWAYS LTD	S	62	0	0	89	0	5	6	0	0	9	81	14	54
<b>TOTAL VIENNA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>14</b>	<b>54</b>
<b>TOTAL AUSTRIA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>14</b>	<b>54</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	251	0	18	90	8	3	0	0	0	5	87	6	212
<b>TOTAL BRUSSELS</b>			<b>251</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>11</b>	<b>631</b>
KORTRIJK/WEVELGEM	KLM	C	7	0	0	57	29	14	0	0	0	15	0	0	0
	VLM (BELGIUM)	C	10	0	0	50	20	10	20	0	0	35	0	0	0
<b>TOTAL KORTRIJK/WEVELGEM</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>268</b>	<b>0</b>	<b>18</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>631</b>
<b>BULGARIA</b>															
<b>TOTAL BULGARIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	50	13	13	25	0	0	30	40	50	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	0	22	0	0	25	60	73	15
	PAKISTAN INTL AIRLINES	S	20	5	0	75	10	0	10	5	0	25	83	10	18
<b>TOTAL TORONTO</b>			<b>37</b>	<b>5</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>3</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>41</b>	<b>43</b>
<b>TOTAL CANADA</b>			<b>37</b>	<b>5</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>3</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>41</b>	<b>43</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE.BRITISH EUROPEAN	C	6	0	0	83	0	17	0	0	0	6	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>6</b>	<b>5</b>
SPLIT	DUO AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL SPLIT</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>6</b>	<b>5</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	86	24	7
	CYPRUS AIRWAYS	S	16	0	0	44	31	13	13	0	0	24	30	65	10
	EUROCYPRIA AIRLINES LTD	C	26	0	0	62	19	19	0	0	0	15	79	10	14
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	0	0	33	0	0	43	78	115	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	50	38	10
<b>TOTAL LARNACA</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>40</b>	<b>66</b>
PAPHOS	BRITANNIA AIRWAYS	C	18	0	0	67	6	22	6	0	0	18	60	18	10
	EUROCYPRIA AIRLINES LTD	C	10	0	0	80	0	0	0	0	20	95	72	34	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
PAPHOS	FIRST CHOICE AIRWAYS LTD	S	10	0	0	80	10	10	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	6	50	15	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	11	86	5	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	83	8	18
<b>TOTAL PAPHOS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>24</b>	<b>71</b>	<b>18</b>	<b>63</b>
<b>TOTAL CYPRUS</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>67</b>	<b>29</b>	<b>129</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	54	0	0	93	4	4	0	0	0	5	80	10	50
<b>TOTAL PRAGUE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>10</b>	<b>50</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>10</b>	<b>50</b>
<b>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	143	0	5	90	6	2	2	0	0	5	66	15	187
	SAS	S	120	0	0	90	8	1	1	0	0	6	73	13	175
<b>TOTAL COPENHAGEN</b>			<b>263</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>14</b>	<b>362</b>
<b>TOTAL DENMARK</b>			<b>263</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>14</b>	<b>362</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	MY TRAVEL AIRWAYS UK	C	4	0	0	0	50	25	25	0	0	51	100	4	3
<b>TOTAL PUERTO PLATA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>100</b>	<b>4</b>	<b>3</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>100</b>	<b>4</b>	<b>3</b>
<b>FRANCE</b>															
BORDEAUX	DUO AIRWAYS LTD	S	24	0	0	92	4	4	0	0	0	4	88	5	32
<b>TOTAL BORDEAUX</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>32</b>
LILLE	VLM (BELGIUM)	C	6	0	0	83	0	17	0	0	0	12	0	25	2
<b>TOTAL LILLE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>25</b>	<b>2</b>
LYON	DUO AIRWAYS LTD	S	107	0	0	80	7	7	6	0	0	12	78	8	106
	REGIONAL COMPAGNIE AERIENN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL LYON</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>8</b>	<b>106</b>
NICE	DUO AIRWAYS LTD	S	44	1	2	77	11	7	5	0	0	11	75	18	40
<b>TOTAL NICE</b>			<b>44</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>18</b>	<b>40</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	279	0	0	64	17	11	8	0	0	20	0	0	0
	FLYBE.BRITISH EUROPEAN	S	346	1	0	64	17	10	8	1	0	21	58	25	391
	KLM	C	5	0	0	40	60	0	0	0	0	15	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>630</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>22</b>	<b>673</b>
TOULOUSE (BLAGNAC)	DUO AIRWAYS LTD	S	8	0	0	75	0	0	25	0	0	18	0	0	0
	FLYBE.BRITISH EUROPEAN	S	56	2	0	66	14	14	5	0	0	18	59	16	34
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>64</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>16</b>	<b>34</b>
<b>TOTAL FRANCE</b>			<b>877</b>	<b>5</b>	<b>2</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>18</b>	<b>997</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	96	0	1	82	3	5	9	0	0	13	80	8	103

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BERLIN (TEGEL)			96	0	1	82	3	5	9	0	0	13	80	8	103
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	211	0	0	84	9	6	0	0	0	8	0	0	0
	EUROWINGS LUFTVERKEHRS	S	108	0	0	70	21	6	3	0	0	13	61	22	103
	LUFTHANSA CITY LINE	S	45	0	0	89	4	4	2	0	0	9	67	14	46
TOTAL DUSSELDORF			364	0	5	80	12	6	1	0	0	9	73	14	366
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	260	0	0	84	11	3	2	0	0	7	0	0	0
	LUFTHANSA	S	184	0	2	71	22	4	3	0	0	12	63	17	185
TOTAL FRANKFURT MAIN			444	0	4	79	16	3	2	0	0	9	69	15	398
HAMBURG	BRITISH AIRWAYS CITIEXPRESS L	S	108	0	0	94	4	2	0	0	0	3	0	0	0
TOTAL HAMBURG			108	0	0	94	4	2	0	0	0	3	69	16	93
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	59	0	0	76	7	12	5	0	0	13	0	0	0
TOTAL HANOVER			59	0	3	76	7	12	5	0	0	13	71	13	51
MUNICH	EUROWINGS LUFTVERKEHRS	S	118	0	0	80	15	4	1	0	0	9	0	0	0
	LUFTHANSA CITY LINE	S	180	0	0	73	15	8	3	0	0	14	60	21	223
TOTAL MUNICH			299	0	0	76	15	7	2	0	0	12	64	19	322
MUNSTER-OSNABRUCK	EUROPEAN AIR CHARTER	C	10	0	0	70	20	0	10	0	0	16	0	0	0
TOTAL MUNSTER-OSNABRUCK			10	2	0	70	20	0	10	0	0	16	0	0	0
PADERBORN	EUROPEAN AIR CHARTER	C	8	0	0	75	0	0	25	0	0	21	0	0	0
TOTAL PADERBORN			8	0	0	75	0	0	25	0	0	21	0	0	0
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	32	0	0	84	6	9	0	0	0	10	0	0	0
	DUO AIRWAYS LTD	S	153	0	0	89	5	5	1	0	0	6	73	10	153
	LUFTHANSA CITY LINE	S	2	0	0	0	100	0	0	0	0	19	0	0	0
TOTAL STUTTGART			187	2	0	87	6	6	1	0	0	7	73	10	153
TOTAL GERMANY			1576	4	13	81	12	5	2	0	0	10	70	15	1486
GREECE															
CHANIA	AEGEAN AIRLINES	C	4	0	0	0	0	25	75	0	0	72	0	0	0
TOTAL CHANIA			4	0	0	0	0	25	75	0	0	72	0	0	0
CORFU	BRITANNIA AIRWAYS	C	16	1	0	81	19	0	0	0	0	6	53	39	15
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	1	0	71	0	0	29	0	0	31	63	13	8
	ISLANDSFLUG	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	C	7	0	0	86	0	0	14	0	0	17	78	29	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	0	100	0	7
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	29	0	0	0	0	9	86	4	7
TOTAL CORFU			48	2	0	83	10	0	6	0	0	10	72	21	46
HERAKLION	BRITANNIA AIRWAYS	C	5	0	0	60	40	0	0	0	0	16	86	4	7
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	6	0	0	0
	ISLANDSFLUG	C	7	0	0	71	0	0	14	14	0	56	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	0	10	10	0	0	14	94	11	17
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	0	0	0	0	14	153	87	11	15
TOTAL HERAKLION			39	0	0	77	10	3	5	3	3	45	90	9	40

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
KEFALLINIA	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	1	78	20	9
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	100	0	5
	MY TRAVEL AIRWAYS UK	C	3	0	0	33	0	33	0	0	33	173	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	100	0	7
<b>TOTAL KEFALLINIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>23</b>	<b>90</b>	<b>9</b>	<b>21</b>
KOS	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	1	100	0	1
	FIRST CHOICE AIRWAYS LTD	C	8	1	0	100	0	0	0	0	0	1	0	0	0
	ISLANDSFLUG	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	2	75	10	8
<b>TOTAL KOS</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>46</b>	<b>18</b>	
RHODES	BRITANNIA AIRWAYS	C	9	0	0	78	11	11	0	0	0	10	89	5	9
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	56	0	0	0
	ISLANDSFLUG	C	7	0	0	43	14	14	14	14	0	65	0	22	2
	MONARCH AIRLINES	C	5	0	0	20	40	40	0	0	0	25	67	119	6
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	10	78	11	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	89	7	9
<b>TOTAL RHODES</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>23</b>	<b>47</b>
SALONIKA	BRITANNIA AIRWAYS	C	3	0	0	33	0	0	0	67	0	136	67	22	3
	ISLANDSFLUG	C	2	0	0	100	0	0	0	0	0	0	33	24	3
<b>TOTAL SALONIKA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>82</b>	<b>73</b>	<b>13</b>	<b>11</b>
THIRA (SANTORINI)	EXCEL AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	6	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
VOLOS	ISLANDSFLUG	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	BRITANNIA AIRWAYS	C	9	0	0	78	0	0	22	0	0	14	80	7	5
	FIRST CHOICE AIRWAYS LTD	C	5	2	0	100	0	0	0	0	0	1	100	2	9
	ISLANDSFLUG	C	3	0	0	100	0	0	0	0	0	1	0	0	0
	MONARCH AIRLINES	C	6	0	0	83	17	0	0	0	0	7	100	3	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	22	0	0	34	78	8	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	8	89	4	9
<b>TOTAL ZAKINTHOS</b>			<b>41</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>4</b>	<b>40</b>
<b>TOTAL GREECE</b>			<b>237</b>	<b>5</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>81</b>	<b>17</b>	<b>252</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	MY TRAVEL AIRWAYS UK	S	60	0	2	32	30	23	15	0	0	29	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>30</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORK	AER ARRAN	S	108	0	0	79	8	4	7	2	0	15	63	18	108
	FLYBE.BRITISH EUROPEAN	S	62	0	0	68	8	3	18	3	0	28	61	26	62
<b>TOTAL CORK</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>21</b>	<b>170</b>
DUBLIN	AER LINGUS	S	281	0	3	82	10	5	2	1	0	13	49	25	336
	MY TRAVEL AIRWAYS UK	S	122	0	2	62	17	10	9	2	0	23	0	0	0
	RYANAIR	S	194	0	0	86	8	4	2	0	0	7	81	14	170
<b>TOTAL DUBLIN</b>			<b>597</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>22</b>	<b>506</b>
SHANNON	FLYBE.BRITISH EUROPEAN	S	62	0	0	68	11	18	3	0	0	16	63	18	62

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SHANNON			62	0	0	68	11	18	3	0	0	16	63	18	62
TOTAL IRISH REPUBLIC			889	0	7	74	12	7	6	1	0	16	60	21	738
ITALY															
BERGAMO	FLYBE.BRITISH EUROPEAN	S	61	0	1	57	20	5	13	5	0	38	0	0	0
TOTAL BERGAMO			61	0	1	57	20	5	13	5	0	38	0	0	0
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BRESCIA/MONTICHIARI			2	0	0	100	0	0	0	0	0	1	0	0	0
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	31	0	0	84	13	0	3	0	0	9	0	0	0
	DUO AIRWAYS LTD	S	175	3	1	86	4	2	7	1	0	12	74	12	160
	EUJET	C	16	0	0	31	19	44	6	0	0	29	0	0	0
TOTAL MILAN (MALPENSA)			222	3	1	82	6	5	6	0	0	13	74	12	160
NAPLES	BRITANNIA AIRWAYS	C	9	0	0	78	11	11	0	0	0	11	50	31	6
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	11	11	0	0	20	63	20	8
TOTAL NAPLES			18	0	0	72	11	11	6	0	0	16	57	25	14
PISA	MY TRAVEL AIRWAYS UK	S	62	0	0	89	10	2	0	0	0	6	0	0	0
TOTAL PISA			62	0	0	89	10	2	0	0	0	6	0	0	0
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	55	19	13	10	3	0	30	0	0	0
TOTAL ROME (FIUMICINO)			62	0	0	55	19	13	10	3	0	30	75	13	52
TURIN	AIR VALLEE	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL TURIN			2	0	0	100	0	0	0	0	0	1	0	0	0
VENICE	DUO AIRWAYS LTD	S	30	0	0	77	13	10	0	0	0	9	73	14	26
TOTAL VENICE			30	0	0	77	13	10	0	0	0	9	74	14	27
VERONA	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	100	6	3
TOTAL VERONA			2	0	0	100	0	0	0	0	0	0	100	6	3
TOTAL ITALY			461	3	2	75	11	6	6	1	0	17	74	13	258
MALTA															
MALTA	AIR MALTA	S	18	0	0	61	28	11	0	0	0	12	56	13	18
	BRITANNIA AIRWAYS	C	9	0	0	33	11	0	44	11	0	69	100	7	10
	MY TRAVEL AIRWAYS UK	C	7	1	0	43	0	43	14	0	0	30	56	39	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	0	0	0	11	55	0	0	0
TOTAL MALTA			43	1	0	58	14	12	12	2	2	36	66	27	47
TOTAL MALTA			43	1	0	58	14	12	12	2	2	36	66	27	47
MEXICO															
CANCUN	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	9	50	14	4
TOTAL CANCUN			4	0	0	75	25	0	0	0	0	9	58	127	12
TOTAL MEXICO			4	0	0	75	25	0	0	0	0	9	58	127	12
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	347	2	0	73	10	7	9	0	0	17	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL AMSTERDAM			348	2	7	73	10	7	9	0	0	17	77	16	588
TOTAL NETHERLANDS			348	2	7	73	10	7	9	0	0	17	79	14	673
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	27	0	0	81	19	0	0	0	0	8	68	22	28
TOTAL ISLAMABAD			27	0	0	81	19	0	0	0	0	8	68	22	28
KARACHI	PAKISTAN INTL AIRLINES	S	43	0	0	70	16	5	7	2	0	20	88	8	17
TOTAL KARACHI			43	0	0	70	16	5	7	2	0	20	88	8	17
TOTAL PAKISTAN			70	0	0	74	17	3	4	1	0	15	76	17	45
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	2	71	15	17
	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	83	6	6
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	0	0	0
	MONARCH AIRLINES	C	18	0	0	100	0	0	0	0	0	2	85	4	26
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	0	0	11	11	82	56	30	9
	MY TRAVEL AIRWAYS UK	S	62	0	0	84	8	5	3	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	23	0	0	83	9	0	9	0	0	11	77	17	22
TOTAL FARO			151	0	0	88	6	2	3	1	1	11	79	11	114
TOTAL PORTUGAL(EXCLUDING MADEIRA)			151	0	0	88	6	2	3	1	1	11	79	11	114
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	30	88	6	8
TOTAL FUNCHAL			8	0	0	75	0	0	25	0	0	30	88	6	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	75	0	0	25	0	0	30	88	6	8
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	AIR SLOVAKIA BWJ	S	12	0	10	25	0	33	33	8	0	71	0	0	0
TOTAL BRATISLAVA			12	0	10	25	0	33	33	8	0	71	0	0	0
TOTAL SLOVAK REPUBLIC			12	0	10	25	0	33	33	8	0	71	0	0	0
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	16	0	0	75	0	25	0	0	0	16	56	36	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	88	9	8
	MONARCH AIRLINES	C	24	0	0	92	8	0	0	0	0	5	69	20	26
	MY TRAVEL AIRWAYS UK	C	15	0	0	60	13	13	13	0	0	24	71	18	17
	MY TRAVEL AIRWAYS UK	S	121	2	2	61	12	10	12	3	2	38	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	25	0	0	31	75	37	8
TOTAL ALICANTE			192	2	2	67	11	9	9	2	1	29	70	23	79
ALMERIA	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	50	25	0	25	0	0	29	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	6	80	7	10
TOTAL ALMERIA			28	0	0	82	11	0	7	0	0	11	74	9	27
BARCELONA	BRITISH AIRWAYS CITIEXPRESS L	S	58	0	0	41	26	19	14	0	0	28	0	0	0
	MY TRAVEL AIRWAYS UK	S	62	0	0	29	34	26	11	0	0	28	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BARCELONA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>30</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>57</b>	<b>49</b>	<b>58</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	0	67	16	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	0	14	0	0	0	6	100	0	7
	RYANAIR	S	4	0	0	75	25	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	3	100	0	8
<b>TOTAL GERONA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>24</b>
<b>IBIZA</b>	BRITANNIA AIRWAYS	C	25	0	0	80	8	12	0	0	0	9	90	4	21
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	5	100	5	7
	MY TRAVEL AIRWAYS UK	C	22	0	0	82	18	0	0	0	0	5	81	15	21
<b>TOTAL IBIZA</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>52</b>
<b>MADRID</b>	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	66	16	13	5	0	0	17	0	0	0
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>27</b>	<b>62</b>
<b>MAHON</b>	BRITANNIA AIRWAYS	C	14	0	0	100	0	0	0	0	0	2	87	41	23
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	8
	MONARCH AIRLINES	C	19	0	0	89	0	11	0	0	0	8	63	14	16
	MY TRAVEL AIRWAYS UK	C	16	0	0	81	6	0	13	0	0	15	81	23	16
	THOMAS COOK AIRLINES LTD	C	15	0	0	93	7	0	0	0	0	3	100	1	9
<b>TOTAL MAHON</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>21</b>	<b>72</b>
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	25	0	0	72	20	4	4	0	0	12	72	30	18
	EUROPEAN AIR CHARTER	C	4	0	0	100	0	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	88	6	16
	FUTURA AIRLINES	C	3	0	0	33	33	33	0	0	0	24	100	0	1
	MONARCH AIRLINES	C	16	0	0	100	0	0	0	0	0	4	75	48	16
	MY TRAVEL AIRWAYS UK	S	123	1	0	39	20	18	20	3	0	39	85	13	62
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	63	42	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	14	0	29	0	0	26	75	9	8
<b>TOTAL MALAGA</b>			<b>204</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>83</b>	<b>18</b>	<b>147</b>
<b>MURCIA SAN JAVIER</b>	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	75	25	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	S	62	0	0	69	19	5	3	3	0	21	0	0	0
	RYANAIR	S	4	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>PALMA DE MALLORCA</b>	BRITANNIA AIRWAYS	C	54	0	0	67	13	11	9	0	0	22	67	13	49
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	33	0	0	94	6	0	0	0	0	3	83	12	18
	MONARCH AIRLINES	C	15	0	0	87	13	0	0	0	0	3	67	16	18
	MY TRAVEL AIRWAYS UK	C	47	0	0	79	4	13	4	0	0	13	71	14	55
	MY TRAVEL AIRWAYS UK	S	61	1	1	61	11	8	18	2	0	31	0	0	0
	THOMAS COOK AIRLINES LTD	C	29	0	0	76	7	10	7	0	0	12	88	6	32
<b>TOTAL PALMA DE MALLORCA</b>			<b>243</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>12</b>	<b>181</b>
<b>REUS</b>	BRITANNIA AIRWAYS	C	7	0	0	86	0	14	0	0	0	10	80	5	5
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	100	1	8
	MY TRAVEL AIRWAYS UK	C	14	0	0	93	7	0	0	0	0	3	69	43	16
<b>TOTAL REUS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>30</b>	<b>32</b>
<b>TOTAL SPAIN</b>			<b>1101</b>	<b>5</b>	<b>3</b>	<b>67</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>20</b>	<b>742</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	50	46	8
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	0	11	0	0	0	5	80	12	10
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	2	70	16	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	6	11	0	0	0	7	47	21	17
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	32	90	3	10
<b>TOTAL ARRECIFE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>19</b>	<b>55</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	1	100	3	10
	FIRST CHOICE AIRWAYS LTD	C	8	2	0	100	0	0	0	0	0	0	100	1	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	20	0	0	0	13	80	19	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>37</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>8</b>	<b>30</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	18	0	0	78	0	22	0	0	0	10	59	20	17
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	11	0	0	91	0	9	0	0	0	7	100	4	9
	MY TRAVEL AIRWAYS UK	C	25	0	0	72	12	12	4	0	0	13	87	6	23
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	20	88	4	16
<b>TOTAL LAS PALMAS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>65</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	2	2	0	50	0	50	0	0	0	20	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	88	0	0	13	0	0	21	33	54	18
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	85	15	0	0	0	0	5	100	0	10
	IBERWORLD	C	8	0	0	88	13	0	0	0	0	4	75	8	16
	MONARCH AIRLINES	C	28	0	0	89	4	7	0	0	0	6	62	32	26
	MY TRAVEL AIRWAYS UK	C	26	0	0	77	12	8	4	0	0	11	65	13	34
	THOMAS COOK AIRLINES LTD	C	19	0	0	95	0	5	0	0	0	4	94	12	16
	VOLAR AIRLINES	C	12	0	0	67	8	25	0	0	0	15	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>138</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>25</b>	<b>136</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>310</b>	<b>4</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>18</b>	<b>286</b>
<b>SWEDEN</b>															
GOTEBORG	DUO AIRWAYS LTD	S	99	0	1	86	4	4	6	0	0	10	71	14	93
<b>TOTAL GOTEBORG</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>14</b>	<b>93</b>
STOCKHOLM (ARLANDA)	DUO AIRWAYS LTD	S	97	0	1	93	6	0	1	0	0	4	74	12	98
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>12</b>	<b>98</b>
<b>TOTAL SWEDEN</b>			<b>196</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>191</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	101	0	0	80	12	8	0	0	0	7	79	9	101
<b>TOTAL BASLE MULHOUSE</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>9</b>	<b>101</b>
GENEVA	DUO AIRWAYS LTD	S	101	0	8	82	5	3	10	0	0	15	68	15	56
<b>TOTAL GENEVA</b>			<b>101</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>5</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>56</b>
ZURICH	SWISS AIRLINES	S	164	0	4	52	20	22	6	0	0	22	63	17	158
<b>TOTAL ZURICH</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>20</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>17</b>	<b>158</b>
<b>TOTAL SWITZERLAND</b>			<b>366</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>315</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

		Reporting Airport: BIRMINGHAM (Full Analysis)											OCT 2002		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SYRIA</b>															
TOTAL SYRIA			2	1	0	0	0	100	0	0	0	40	0	0	0
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	10	0	0	50	10	20	10	10	0	45	90	5	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	9	67	22	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	3	8
TOTAL MONASTIR			35	0	0	83	6	6	3	3	0	15	81	13	36
TOTAL TUNISIA			35	0	0	83	6	6	3	3	0	15	81	13	36
<b>TURKEY</b>															
ADANA	THY TURK HAVA YOLLARI TURKIS	C	4	0	0	50	25	0	25	0	0	45	0	0	0
TOTAL ADANA			4	0	0	50	25	0	25	0	0	45	0	0	0
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	88	7	8
TOTAL ANTALYA			8	0	0	88	13	0	0	0	0	5	78	18	9
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	88	3	8
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	0	29	0	0	30	0	0	0
TOTAL BODRUM (MILAS)			15	0	0	80	7	0	13	0	0	14	80	5	15
DALAMAN	BRITANNIA AIRWAYS	C	7	0	0	71	14	14	0	0	0	11	88	8	8
	EXCEL AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	14	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	4	89	4	9
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	0	13	0	0	0	10	64	12	14
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	16	80	5	15
TOTAL DALAMAN			50	0	0	80	8	10	2	0	0	11	79	7	47
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	C	18	0	0	22	6	33	22	17	0	78	0	0	0
TOTAL ISTANBUL			18	0	0	22	6	33	22	17	0	78	0	0	0
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			7	0	0	100	0	0	0	0	0	2	86	8	7
TOTAL TURKEY			102	0	0	71	8	11	8	3	0	23	79	8	78
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	34	2	0	62	21	9	3	6	0	28	54	20	24
TOTAL ASHKHABAD			34	2	0	62	21	9	3	6	0	28	54	20	24
TOTAL TURKMENISTAN			34	2	0	62	21	9	3	6	0	28	54	20	24
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	50	24	15	8	3	0	28	63	27	62
TOTAL DUBAI			62	0	0	50	24	15	8	3	0	28	63	27	62
TOTAL UNITED ARAB EMIRATES			62	0	0	50	24	15	8	3	0	28	63	27	62
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	162	0	0	86	6	4	4	0	0	7	86	7	145

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ABERDEEN			162	0	0	86	6	4	4	0	0	7	86	7	145
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	283	0	0	79	9	4	8	0	0	15	71	18	323
TOTAL BELFAST CITY			283	0	0	79	9	4	8	0	0	15	71	18	323
BELFAST INTERNATIONAL	MY TRAVEL AIRWAYS UK	S	94	0	10	40	30	18	10	2	0	30	0	0	0
TOTAL BELFAST INTERNATIONAL			94	0	10	40	30	18	10	2	0	30	81	12	181
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	368	1	0	82	7	7	4	0	0	10	0	0	0
	FLYBE.BRITISH EUROPEAN	S	302	0	10	69	10	11	8	2	0	22	72	16	336
TOTAL EDINBURGH			670	1	11	76	9	9	6	1	0	16	72	16	699
TOTAL GATWICK			2	0	0	50	0	50	0	0	0	22	0	0	0
GLASGOW	BRITISH AIRWAYS CITIEXPRESS L	S	352	1	0	79	10	7	4	0	0	11	0	0	0
	FLYBE.BRITISH EUROPEAN	S	307	0	7	62	20	11	7	0	0	20	53	26	310
TOTAL GLASGOW			659	1	15	71	15	9	5	0	0	15	64	20	666
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	64	0	0	58	19	3	17	3	0	34	56	25	70
TOTAL GUERNSEY			64	0	0	58	19	3	17	3	0	34	56	25	70
HEATHROW	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	33	0	0	0
TOTAL HEATHROW			2	0	0	50	0	50	0	0	0	33	0	0	0
INVERNESS	EASTERN AIRWAYS	S	20	0	0	75	25	0	0	0	0	10	0	0	0
TOTAL INVERNESS			20	0	0	75	25	0	0	0	0	10	0	0	0
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	116	0	0	98	2	0	0	0	0	2	93	6	212
	FLYBE.BRITISH EUROPEAN	S	61	0	1	72	10	13	3	2	0	18	0	0	0
TOTAL ISLE OF MAN			177	0	1	89	5	5	1	1	0	7	93	6	212
JERSEY	FLYBE.BRITISH EUROPEAN	C	6	0	0	50	17	17	17	0	0	38	88	6	8
	FLYBE.BRITISH EUROPEAN	S	116	0	2	69	15	10	6	0	0	17	57	30	115
TOTAL JERSEY			122	0	2	68	15	11	7	0	0	18	59	28	123
NEWCASTLE	EASTERN AIRWAYS	S	182	0	2	88	9	3	1	0	0	6	0	0	0
TOTAL NEWCASTLE			182	0	2	88	9	3	1	0	0	6	80	12	190
TOTAL UNITED KINGDOM			2438	7	41	75	11	7	6	0	0	15	73	16	2610
USA															
CHICAGO (O'HARE)	PAKISTAN INTL AIRLINES	S	18	0	0	78	17	6	0	0	0	7	0	0	0
TOTAL CHICAGO (O'HARE)			18	0	0	78	17	6	0	0	0	7	82	11	28
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	90	6	2	2	0	0	6	91	4	58
TOTAL NEW YORK (NEWARK)			62	0	0	90	6	2	2	0	0	6	91	4	58
SANFORD	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	0	13	0	0	23	71	13	14
	MONARCH AIRLINES	C	4	0	0	0	0	25	25	0	50	211	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	1	0	100	0	0	0	0	0	8	71	11	7
TOTAL SANFORD			19	1	0	63	11	5	11	0	11	57	71	19	28
TOTAL USA			99	1	0	83	9	3	3	0	2	16	83	9	115
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	28	0	0	50	11	18	21	0	0	28	55	23	20

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL TASHKENT		28	0	0	50	11	18	21	0	0	28	55	23	20
TOTAL UZBEKISTAN		28	0	0	50	11	18	21	0	0	28	55	23	20
TOTAL BIRMINGHAM		10316	45	122	75	11	7	5	1	0	15	72	16	10386

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	162	0	0	90	4	2	4	0	0	7	77	11	158
TOTAL BRUSSELS			<b>163</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	<b>158</b>
TOTAL BELGIUM			<b>163</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	<b>158</b>
<b>BOSNIA-HERZEGOVINA</b>															
SARAJEVO	MONARCH AIRLINES	C	3	0	0	67	0	33	0	0	0	21	0	0	0
TOTAL SARAJEVO			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL BOSNIA-HERZEGOVINA			<b>3</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL TORONTO			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL CANADA			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	63	13	8
TOTAL LARNACA			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>8</b>
TOTAL CYPRUS			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>8</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	45	0	0	84	9	7	0	0	0	8	0	0	0
TOTAL PRAGUE			<b>45</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL CZECH REPUBLIC			<b>45</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	8	0	2	88	13	0	0	0	0	6	89	9	18
TOTAL BILLUND			<b>8</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>9</b>	<b>18</b>
COPENHAGEN	BMI BRITISH MIDLAND	S	108	0	0	96	3	1	0	0	0	2	93	9	89
TOTAL COPENHAGEN			<b>108</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>9</b>	<b>89</b>
TOTAL DENMARK			<b>116</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>9</b>	<b>107</b>
<b>FRANCE</b>															
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	31	0	0	65	29	6	0	0	0	12	0	0	0
TOTAL LYON			<b>31</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	78	17	6	0	0	0	10	0	0	0
TOTAL NICE			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	176	0	0	72	14	9	5	1	0	15	0	0	0
	CITY JET	S	136	0	0	74	15	7	4	1	0	15	68	15	124
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			<b>314</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>20</b>	<b>292</b>
TOTAL FRANCE			<b>363</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>19</b>	<b>294</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	50	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	13	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>43</b>
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	3	0	0	100	0	0	0	0	0	4	0	0	0
	LUFTHANSA	S	150	0	0	71	21	7	1	0	0	13	0	0	0
	LUFTHANSA CITY LINE	S	36	0	0	50	28	19	3	0	0	20	41	24	186
<b>TOTAL FRANKFURT MAIN</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>41</b>	<b>24</b>	<b>186</b>
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	43	0	0	84	9	5	2	0	0	8	0	0	0
<b>TOTAL MUNICH</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>38</b>	<b>17</b>
<b>TOTAL GERMANY</b>			<b>295</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>51</b>	<b>22</b>	<b>247</b>
<b>GREECE</b>															
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	8	89	6	9
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>9</b>
<b>TOTAL GREECE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>15</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	42	0	2	38	21	31	10	0	0	29	89	14	54
	JETMAGIC	S	107	1	1	64	23	5	6	2	0	19	0	0	0
<b>TOTAL CORK</b>			<b>149</b>	<b>1</b>	<b>3</b>	<b>57</b>	<b>23</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>89</b>	<b>14</b>	<b>54</b>
DUBLIN	AER ARRAN	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	AER LINGUS	S	106	2	2	56	20	18	7	0	0	20	58	21	236
	RYANAIR	S	236	4	0	94	4	1	0	0	0	4	85	7	226
<b>TOTAL DUBLIN</b>			<b>344</b>	<b>7</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>14</b>	<b>462</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>493</b>	<b>8</b>	<b>5</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>14</b>	<b>516</b>
<b>ITALY</b>															
<b>TOTAL ALGHERO/SASSARI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>
ANCONA	AIR HOLLAND	C	2	0	0	0	50	0	50	0	0	84	0	0	0
<b>TOTAL ANCONA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
FORLI	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL FORLI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PALERMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
PERUGIA	AZZURRA AIR	C	2	0	0	50	0	0	50	0	0	36	0	0	0
<b>TOTAL PERUGIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	AZZURRA AIR	C	2	0	0	0	0	100	0	0	0	51	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	29	0	0	69	17	10	3	0	0	18	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ROME (FIUMICINO)			31	0	0	65	16	16	3	0	0	20	80	10	25
TOTAL ITALY			43	5	0	60	19	12	9	0	0	25	81	10	26
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	124	0	0	79	12	5	1	3	0	17	74	15	122
	KLM CITYHOPPER	S	343	2	0	73	11	9	6	0	0	16	0	0	0
TOTAL AMSTERDAM			467	2	0	75	12	8	5	1	0	16	68	20	415
TOTAL NETHERLANDS			467	2	0	75	12	8	5	1	0	16	68	20	415
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	0	10	20	0	0	22	60	18	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	38	0	0	0	19	0	0	0
TOTAL FARO			18	0	0	61	6	22	11	0	0	21	72	12	18
TOTAL PORTUGAL(EXCLUDING MADEIRA)			18	0	0	61	6	22	11	0	0	21	72	12	18
SPAIN															
ALICANTE	AIR HOLLAND	S	15	1	0	0	20	13	53	13	0	113	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	9	0	0	0
TOTAL ALICANTE			24	1	0	29	17	13	33	8	0	73	90	4	20
BARCELONA	AIR HOLLAND	S	8	0	0	13	0	50	13	25	0	90	0	0	0
	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	67	11	11	6	6	0	30	0	0	0
TOTAL BARCELONA			26	0	0	50	8	23	8	12	0	48	0	0	0
IBIZA	SPANAIR	C	7	0	0	29	14	29	29	0	0	43	0	0	0
TOTAL IBIZA			9	0	0	33	11	22	22	11	0	62	100	1	7
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	29	0	0	83	10	7	0	0	0	7	0	0	0
TOTAL MADRID			29	0	0	83	10	7	0	0	0	7	77	24	35
MAHON	FUTURA AIRLINES	C	7	0	0	86	0	14	0	0	0	7	100	3	7
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	0	11	0	0	10	57	16	7
TOTAL MAHON			16	0	0	88	0	6	6	0	0	9	79	9	14
MALAGA	AIR HOLLAND	S	5	3	3	20	20	20	20	0	20	171	0	0	0
	CHANNEL EXPRESS (AIR SVS)	S	18	0	0	78	17	0	6	0	0	16	0	0	0
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	8	78	10	9
TOTAL MALAGA			31	3	3	71	13	6	6	0	3	39	78	10	9
PALMA DE MALLORCA	AIR HOLLAND	S	9	0	1	11	0	11	78	0	0	103	0	0	0
	BMI BRITISH MIDLAND	C	4	0	0	100	0	0	0	0	0	1	100	1	7
	BRITANNIA AIRWAYS	C	9	0	0	56	0	0	44	0	0	45	89	4	9
	CHANNEL EXPRESS (AIR SVS)	S	22	0	0	86	14	0	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	14	0	0	0
	IBERWORLD	C	6	0	0	67	33	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	15	0	0	73	13	13	0	0	0	11	94	3	17
	SPANAIR	C	8	0	0	38	13	25	25	0	0	40	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	55	0	0	0
TOTAL PALMA DE MALLORCA			80	0	1	64	10	9	18	0	0	27	72	13	69
TOTAL SPAIN			215	5	4	62	10	11	13	3	0	34	78	13	154

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR EUROPA	C	10	0	0	90	10	0	0	0	0	2	40	32	10
<b>TOTAL ARRECIFE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>32</b>	<b>10</b>
LAS PALMAS	IBERWORLD	C	3	2	0	67	33	0	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	15	4	0	80	13	7	0	0	0	7	94	4	17
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>6</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>17</b>
TENERIFE (SURREINA SOFIA)	IBERWORLD	C	20	0	0	80	20	0	0	0	0	6	100	4	1
	MONARCH AIRLINES	C	9	0	0	78	0	11	11	0	0	16	100	3	7
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	VOLAR AIRLINES	C	3	0	0	67	33	0	0	0	0	10	60	34	5
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>30</b>	<b>29</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>62</b>	<b>6</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>22</b>	<b>56</b>
<b>TURKEY</b>															
BODRUM (MILAS)	PEGASUS AIRLINES	C	7	0	0	71	29	0	0	0	0	11	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>42</b>	<b>7</b>
DALAMAN	MONARCH AIRLINES	C	8	0	0	63	0	13	25	0	0	25	100	3	7
<b>TOTAL DALAMAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>3</b>	<b>7</b>
<b>TOTAL TURKEY</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>22</b>	<b>14</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	154	0	0	94	4	2	0	0	0	4	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>15</b>	<b>149</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	197	0	1	81	9	5	5	0	0	11	73	14	172
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>197</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>14</b>	<b>172</b>
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	252	0	0	78	10	6	6	0	0	12	0	0	0
	FLYBE.BRITISH EUROPEAN	S	302	0	9	65	12	13	8	3	0	24	74	15	358
<b>TOTAL BIRMINGHAM</b>			<b>554</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>16</b>	<b>603</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	227	0	0	79	13	6	2	1	0	11	75	15	213
	EASYJET AIRLINE COMPANY LTD	S	161	0	1	51	22	17	7	3	0	27	0	0	0
<b>TOTAL BRISTOL</b>			<b>388</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>16</b>	<b>385</b>
CARDIFF WALES	BMI BRITISH MIDLAND	S	114	0	0	69	20	4	6	0	0	16	56	19	18
<b>TOTAL CARDIFF WALES</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>19</b>	<b>18</b>
GATWICK	BRITISH AIRWAYS PLC	S	332	0	0	72	20	7	2	0	0	11	76	13	330
	EASYJET AIRLINE COMPANY LTD	S	269	0	0	70	13	10	7	0	0	16	59	24	279
<b>TOTAL GATWICK</b>			<b>601</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>18</b>	<b>609</b>
HEATHROW	BMI BRITISH MIDLAND	S	478	0	2	55	23	18	4	0	0	19	77	13	521
	BRITISH AIRWAYS PLC	S	674	0	0	61	23	14	3	0	0	16	66	16	668
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL HEATHROW</b>			<b>1154</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>23</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>15</b>	<b>1189</b>
INVERNESS	LOGANAIR	S	56	0	0	79	7	4	9	2	0	20	67	23	3



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL INVERNESS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>23</b>	<b>3</b>
JERSEY	BMI BRITISH MIDLAND	S	53	0	0	81	15	4	0	0	0	8	50	17	8
	BRITISH AIRWAYS CITIEXPRESS L	S	41	0	0	80	12	7	0	0	0	8	52	24	44
<b>TOTAL JERSEY</b>			<b>94</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>23</b>	<b>52</b>
KIRKWALL	LOGANAIR	S	86	0	0	64	21	8	7	0	0	18	78	10	119
<b>TOTAL KIRKWALL</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>10</b>	<b>119</b>
LEEDS BRADFORD	BMI REGIONAL	S	187	0	0	90	4	5	1	0	0	5	89	11	190
<b>TOTAL LEEDS BRADFORD</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>11</b>	<b>190</b>
LONDON CITY	BRITISH AIRWAYS CITIEXPRESS L	S	37	0	0	84	16	0	0	0	0	7	0	0	0
	SCOT AIRWAYS	S	454	1	0	84	12	3	0	0	0	7	79	12	645
<b>TOTAL LONDON CITY</b>			<b>491</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>645</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	350	0	0	82	10	4	3	0	0	11	72	13	385
<b>TOTAL LUTON</b>			<b>350</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>385</b>
MANCHESTER	BMI REGIONAL	S	252	0	0	83	13	3	1	0	0	8	94	4	255
	BRITISH AIRWAYS CITIEXPRESS L	S	281	1	0	80	12	5	3	0	0	10	86	12	56
	EUJET	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL MANCHESTER</b>			<b>535</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>551</b>
NORWICH	EASTERN AIRWAYS	S	144	0	2	90	8	1	1	1	0	7	91	6	144
<b>TOTAL NORWICH</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>144</b>
NOTTINGHAM EAST MIDLANDS INT'L	BMI BRITISH MIDLAND	S	159	7	7	76	13	8	4	0	0	12	84	9	157
	EASYJET AIRLINE COMPANY LTD	S	110	0	0	57	28	8	5	1	0	19	0	0	0
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>269</b>	<b>7</b>	<b>7</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>266</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	216	0	0	70	19	8	2	0	0	12	0	0	0
	FLYBE.BRITISH EUROPEAN	S	23	0	1	48	35	4	9	4	0	33	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>239</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>12</b>	<b>204</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	340	0	0	63	13	12	11	1	0	24	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL STANSTED</b>			<b>342</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>82</b>	<b>11</b>	<b>397</b>
STORNOWAY	BMI REGIONAL	S	62	0	0	98	2	0	0	0	0	1	88	6	8
	LOGANAIR	S	46	0	0	65	22	11	2	0	0	14	75	14	56
<b>TOTAL STORNOWAY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>13</b>	<b>64</b>
SUMBURGH	LOGANAIR	S	62	0	0	76	13	3	5	3	0	18	81	8	62
<b>TOTAL SUMBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>8</b>	<b>62</b>
<b>TOTAL UNITED KINGDOM</b>			<b>6126</b>	<b>19</b>	<b>25</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>6466</b>
<b>TOTAL EDINBURGH</b>			<b>8443</b>	<b>49</b>	<b>37</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>8517</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	C	6	0	0	33	33	33	0	0	0	21	0	0	0
<b>TOTAL ALGIERS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
GHARDAIA	ASTRAEUS LTD	C	20	0	0	75	15	10	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	0	0	0
<b>TOTAL GHARDAIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
OUARGLA	AIR ALGERIE	C	12	0	0	83	8	0	8	0	0	12	0	0	0
<b>TOTAL OUARGLA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ALGERIA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>46</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	21	25	62	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	1	0	77	12	4	8	0	0	14	72	16	18
<b>TOTAL ANTIGUA</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>25</b>	<b>22</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>25</b>	<b>22</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	33	61	6	0	0	0	17	44	20	16
<b>TOTAL BAKU</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>61</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>20</b>	<b>16</b>
<b>TOTAL AZERBAIJAN</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>61</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>20</b>	<b>16</b>
<b>BAHAMAS</b>															
NASSAU	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	75	20	4
<b>TOTAL NASSAU</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>34</b>	<b>6</b>
<b>TOTAL BAHAMAS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>45</b>	<b>9</b>	
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	0	77	8	5	10	0	0	17	82	9	61
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	8	78	18	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	4	74	17	9	0	0	0	11	77	9	26
<b>TOTAL BRIDGETOWN</b>			<b>101</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>10</b>	<b>98</b>
<b>TOTAL BARBADOS</b>			<b>101</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>10</b>	<b>98</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	14	0	0	57	29	14	0	0	0	15	43	15	14
<b>TOTAL MINSK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>15</b>	<b>14</b>
<b>TOTAL BELARUS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>15</b>	<b>14</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	98	0	2	86	12	2	0	0	0	7	0	0	0
<b>TOTAL BRUSSELS</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>14</b>	<b>106</b>
<b>TOTAL BELGIUM</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>14</b>	<b>106</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	33	0	0	94	6	0	0	0	0	4	85	6	33
<b>TOTAL BERMUDA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>33</b>	
<b>TOTAL BERMUDA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>33</b>	
<b>BULGARIA</b>															
BURGAS	BH AIR	C	4	0	0	75	0	25	0	0	0	10	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>3</b>	
VARNA	BH AIR	C	3	0	0	33	33	33	0	0	0	30	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	100	0	3	
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>0</b>	<b>6</b>	
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	<b>45</b>	
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	32	0	0	75	16	6	3	0	0	11	66	19	32
	MY TRAVEL AIRWAYS UK	C	33	0	0	73	9	12	6	0	0	15	56	17	25
<b>TOTAL TORONTO</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>18</b>	<b>57</b>	
VANCOUVER	AIR TRANSAT	S	22	0	0	77	5	14	5	0	0	12	68	12	22
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	11	6	17	6	0	39	56	20	9
<b>TOTAL VANCOUVER</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>14</b>	<b>31</b>
<b>TOTAL CANADA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>17</b>	<b>94</b>
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	C	4	0	0	75	25	0	0	0	0	8	0	0	0
	CROATIA AIRLINES	S	23	0	0	48	26	22	4	0	0	21	59	31	22
<b>TOTAL DUBROVNIK</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>31</b>	<b>22</b>	
PULA	BRITANNIA AIRWAYS	C	5	0	0	60	0	40	0	0	0	17	100	0	5
	CROATIA AIRLINES	S	2	0	0	0	50	50	0	0	0	31	100	0	2
<b>TOTAL PULA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>0</b>	<b>7</b>	
SPLIT	CROATIA AIRLINES	S	21	0	0	67	5	10	14	5	0	30	50	32	22
<b>TOTAL SPLIT</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>9</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>31</b>	<b>24</b>
<b>TOTAL CROATIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>25</b>	<b>57</b>
<b>CUBA</b>															
CUNAGUA	MONARCH AIRLINES	C	6	0	0	67	33	0	0	0	0	8	0	0	0
<b>TOTAL CUNAGUA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HAVANA	BRITANNIA AIRWAYS	C	2	0	0	0	50	0	50	0	0	52	0	0	0
	CUBANA	S	8	0	0	75	25	0	0	0	0	8	13	47	8
<b>TOTAL HAVANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>13</b>	<b>47</b>	<b>8</b>
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	14	0	0	71	14	0	7	7	0	30	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>9</b>	<b>3</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
VARADERO	MONARCH AIRLINES	C	8	0	0	50	0	13	25	0	13	170	78	120	9
<b>TOTAL VARADERO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>170</b>	<b>64</b>	<b>103</b>	<b>11</b>
<b>TOTAL CUBA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>53</b>	<b>46</b>	<b>67</b>	<b>24</b>	
<b>CYPRUS</b>															
LARNACA	AIR ATLANTA EUROPE LTD	C	3	0	0	33	0	33	0	33	0	88	0	0	0
	BRITANNIA AIRWAYS	C	15	0	0	87	7	7	0	0	0	5	53	19	15
	CYPRUS AIRWAYS	S	10	0	0	60	20	10	10	0	0	19	60	13	10
	EUROCYPRIA AIRLINES LTD	C	10	0	0	40	10	50	0	0	0	23	31	131	26
	EXCEL AIRWAYS LTD	C	23	0	0	57	26	9	4	0	4	40	62	16	29
	FIRST CHOICE AIRWAYS LTD	S	32	0	6	59	13	19	9	0	0	20	69	21	35
	FIRST CHOICE AIRWAYS LTD	C	2	2	0	100	0	0	0	0	0	0	0	0	0
	FLYJET LTD	C	5	2	0	40	20	40	0	0	0	22	0	0	0
	HELIOS AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	9	56	25	16
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	89	8	9
	MY TRAVEL AIRWAYS UK	C	17	0	0	65	18	12	6	0	0	16	39	30	18
	THOMAS COOK AIRLINES LTD	C	31	0	0	71	23	6	0	0	0	8	69	15	32
<b>TOTAL LARNACA</b>			<b>166</b>	<b>4</b>	<b>6</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>58</b>	<b>34</b>	<b>191</b>
<b>PAPHOS</b>															
	BRITANNIA AIRWAYS	C	26	0	0	65	12	15	8	0	0	15	75	22	36
	EUROCYPRIA AIRLINES LTD	C	11	0	0	73	18	9	0	0	0	8	75	18	8
	EXCEL AIRWAYS LTD	C	39	0	0	95	5	0	0	0	0	3	71	46	34
	FIRST CHOICE AIRWAYS LTD	S	28	0	0	82	11	7	0	0	0	6	71	12	28
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	42	0	0	0
	FLYJET LTD	C	10	0	0	60	40	0	0	0	0	12	0	0	0
	GB AIRWAYS LTD	S	8	0	0	50	13	13	25	0	0	29	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	20	10	20	0	0	40	80	16	10
	MY TRAVEL AIRWAYS UK	C	21	0	0	62	24	10	0	5	0	21	54	20	24
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	19	6	6	0	0	11	93	3	28
<b>TOTAL PAPHOS</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>20</b>	<b>176</b>
<b>TOTAL CYPRUS</b>			<b>344</b>	<b>4</b>	<b>6</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>27</b>	<b>367</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	TRAVEL SERVICE AIRLINES	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL PRAGUE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	172	0	0	81	11	7	1	0	0	9	63	13	176
<b>TOTAL BILLUND</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>13</b>	<b>176</b>
COPENHAGEN	MAERSK AIR	S	177	0	0	93	5	2	0	0	0	4	86	6	170
<b>TOTAL COPENHAGEN</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	<b>170</b>
<b>TOTAL DENMARK</b>			<b>349</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>10</b>	<b>346</b>
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	BRITANNIA AIRWAYS	C	10	0	0	80	10	0	10	0	0	15	80	301	10
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	25	0	50	0	0	76	70	64	10
	THOMAS COOK AIRLINES LTD	C	7	1	0	57	14	0	29	0	0	29	100	11	2

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL LA ROMANA</b>			<b>21</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>77</b>	<b>167</b>	<b>22</b>
<b>PUERTO PLATA</b>	BRITANNIA AIRWAYS	C	16	0	0	100	0	0	0	0	0	1	83	15	6
	FIRST CHOICE AIRWAYS LTD	C	7	1	0	100	0	0	0	0	0	5	50	25	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	40	0	0	0	0	14	38	70	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	63	13	8
<b>TOTAL PUERTO PLATA</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>32</b>	<b>30</b>	
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>62</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>89</b>	<b>52</b>	
<b>EGYPT</b>															
<b>ASWAN</b>	ASTRAEUS LTD	C	7	0	0	100	0	0	0	0	0	5	38	77	8
<b>TOTAL ASWAN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>77</b>	<b>8</b>	
<b>CAIRO</b>	ASTRAEUS LTD	C	10	0	0	20	30	30	20	0	0	38	0	0	0
<b>TOTAL CAIRO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>19</b>	<b>2</b>	
<b>HURGHADA</b>	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	93	3	15
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	13	0	0	0
<b>TOTAL HURGHADA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>3</b>	<b>15</b>	
<b>LUXOR</b>	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	3	100	2	10
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	5	6
	MONARCH AIRLINES	C	8	0	0	38	0	13	25	13	13	128	80	12	15
<b>TOTAL LUXOR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>39</b>	<b>90</b>	<b>7</b>	<b>31</b>	
<b>SHARM EL SHEIKH (OPHIRA)</b>	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	21	0	0	0
	EXCEL AIRWAYS LTD	C	16	0	0	88	0	0	13	0	0	17	88	6	17
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	15	0	0	100	0	0	0	0	0	4	94	3	16
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>53</b>	
<b>TABA</b>	ASTRAEUS LTD	C	29	0	0	72	7	3	10	7	0	29	42	40	26
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	75	8	8
<b>TOTAL TABA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>31</b>	<b>38</b>
<b>TOTAL EGYPT</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>75</b>	<b>17</b>	<b>147</b>
<b>EQUATORIAL GUINEA</b>															
<b>MALABO</b>	ASTRAEUS LTD	C	9	0	0	67	11	22	0	0	0	14	0	0	0
<b>TOTAL MALABO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EQUATORIAL GUINEA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ESTONIA</b>															
<b>TALLIN</b>	ESTONIAN AIR	S	52	0	0	85	8	8	0	0	0	8	81	21	54
<b>TOTAL TALLIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>21</b>	<b>54</b>
<b>TOTAL ESTONIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>21</b>	<b>54</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
<b>PRISTINA</b>	BRITISH AIRWAYS PLC	S	28	0	0	68	25	7	0	0	0	10	81	8	26
<b>TOTAL PRISTINA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>8</b>	<b>26</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FED REP YUGO SERBIA M'ENEGRO			28	0	0	68	25	7	0	0	0	10	83	10	54
FRANCE															
BASTIA	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	0	60	13	5
TOTAL BASTIA			4	0	0	75	0	0	0	25	0	70	57	11	7
BORDEAUX	BRIT AIR	S	148	0	0	93	5	3	0	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	S	131	0	1	92	5	3	0	0	0	5	0	0	0
TOTAL BORDEAUX			279	0	1	92	5	3	0	0	0	5	87	8	124
CALVI	ASTRAEUS LTD	C	5	0	0	80	20	0	0	0	0	5	0	0	0
TOTAL CALVI			6	0	0	83	17	0	0	0	0	5	100	1	9
FIGARI	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	0	75	9	8
TOTAL FIGARI			6	0	0	100	0	0	0	0	0	2	67	10	9
MARSEILLE	BRITISH AIRWAYS PLC	S	229	0	1	90	8	2	0	0	0	4	77	8	226
	EASYJET AIRLINE COMPANY LTD	S	22	0	0	86	5	5	0	0	5	22	0	0	0
TOTAL MARSEILLE			251	0	1	89	8	2	0	0	0	6	77	9	227
MONTPELLIER	GB AIRWAYS LTD	S	41	0	14	56	20	20	5	0	0	22	79	13	48
TOTAL MONTPELLIER			41	0	14	56	20	20	5	0	0	22	79	13	48
NANTES	GB AIRWAYS LTD	S	54	0	0	81	11	6	2	0	0	7	76	12	50
	REGIONAL COMPAGNIE AERIENN	S	166	0	0	91	5	2	2	0	0	6	83	7	24
TOTAL NANTES			220	0	0	89	6	3	2	0	0	6	79	9	204
NICE	BRITISH AIRWAYS PLC	S	114	0	0	83	8	7	2	0	0	8	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	147	1	2	76	11	6	4	1	1	19	83	9	114
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	26	0	0	0
TOTAL NICE			263	1	2	79	10	7	3	1	1	14	82	9	228
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	338	0	0	82	7	9	3	0	0	9	70	13	334
TOTAL PARIS (CHARLES DE GAULLE)			339	1	0	82	7	9	3	0	0	10	69	14	339
STRASBOURG	BRIT AIR	S	64	0	0	88	5	3	5	0	0	9	74	13	147
TOTAL STRASBOURG			64	0	0	88	5	3	5	0	0	9	74	13	147
TOULON / HYERES	GB AIRWAYS LTD	S	33	0	8	79	6	3	12	0	0	14	0	0	0
TOTAL TOULON / HYERES			33	0	8	79	6	3	12	0	0	14	50	28	2
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	178	0	0	84	8	4	2	0	1	11	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	54	8	21	17	0	0	27	0	0	0
TOTAL TOULOUSE (BLAGNAC)			202	0	0	81	8	6	4	0	0	13	73	13	186
TOTAL FRANCE			1708	2	26	85	7	5	2	0	0	9	77	11	1549
GABON															
LIBREVILLE	AIR GABON	S	8	0	0	63	0	25	13	0	0	22	0	165	8
TOTAL LIBREVILLE			8	0	0	63	0	25	13	0	0	22	0	165	8
TOTAL GABON			8	0	0	63	0	25	13	0	0	22	0	165	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GAMBIA</b>															
BANJUL	ASTRAEUS LTD	C	7	0	0	57	0	14	29	0	0	36	50	24	6
	EXCEL AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	13	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	0	0	100	0	0	0	36	0	0	0
	GAMBIA INTERNATIONAL AIRWAY	S	6	0	0	17	50	17	17	0	0	31	0	0	0
	SIERRA NATIONAL AIRLINES	S	9	1	0	22	0	56	11	0	11	196	38	56	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	44	22	0	0	0	20	71	11	7
<b>TOTAL BANJUL</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>47</b>	<b>31</b>	<b>32</b>
<b>TOTAL GAMBIA</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>47</b>	<b>31</b>	<b>32</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN	EAE EUROPEAN AIR EXPRESS	S	106	2	0	96	1	3	0	0	0	3	0	0	0
<b>TOTAL BREMEN</b>			<b>106</b>	<b>2</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>18</b>	<b>160</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	107	0	0	88	8	3	1	0	0	6	50	22	161
<b>TOTAL FRANKFURT MAIN</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>22</b>	<b>161</b>
HANOVER	BRITISH AIRWAYS PLC	S	162	0	0	87	7	3	3	0	0	8	0	0	0
<b>TOTAL HANOVER</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>15</b>	<b>160</b>
MUNICH	BRITISH AIRWAYS PLC	S	170	0	0	82	11	5	2	0	0	9	0	0	0
<b>TOTAL MUNICH</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>15</b>	<b>169</b>
<b>TOTAL GERMANY</b>			<b>548</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>18</b>	<b>810</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	121	0	3	77	7	6	8	2	0	20	79	9	123
<b>TOTAL GIBRALTAR</b>			<b>121</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>9</b>	<b>123</b>
<b>TOTAL GIBRALTAR</b>			<b>121</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>9</b>	<b>123</b>
<b>GREECE</b>															
ATHENS	AZZURRA AIR	C	9	0	0	22	0	22	33	22	0	80	75	9	4
	EASYJET AIRLINE COMPANY LTD	S	62	1	0	71	10	6	13	0	0	20	67	16	61
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	0	83	7	6
<b>TOTAL ATHENS</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>8</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>16</b>	<b>153</b>
CHANIA	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	20	60	12	5
	EXCEL AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	9	89	2	9
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	91	9	0	0	0	0	4	89	8	18
	FLYJET LTD	C	2	0	0	0	50	50	0	0	0	31	0	0	0
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	2	69	41	16
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	3	62	53	13
<b>TOTAL CHANIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>25</b>	<b>61</b>
CORFU	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	3	100	0	1
	BRITANNIA AIRWAYS	C	31	0	0	100	0	0	0	0	0	2	83	9	24
	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	5	83	13	12

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	FIRST CHOICE AIRWAYS LTD	C	30	0	0	93	3	0	3	0	0	4	93	4	42
	FLYJET LTD	C	4	0	0	75	25	0	0	0	7	0	0	0	
	MONARCH AIRLINES	C	16	0	0	100	0	0	0	0	1	94	3	17	
	MY TRAVEL AIRWAYS UK	C	15	0	0	73	7	7	13	0	20	63	97	19	
	THOMAS COOK AIRLINES LTD	C	17	0	0	100	0	0	0	0	1	96	3	28	
<b>TOTAL CORFU</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>18</b>	<b>143</b>	
HERAKLION	BRITANNIA AIRWAYS	C	22	0	0	86	5	5	5	0	10	71	9	17	
	EXCEL AIRWAYS LTD	C	16	1	0	94	6	0	0	0	3	83	24	23	
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	75	21	4	0	0	7	73	8	41	
	MONARCH AIRLINES	C	19	0	0	79	11	11	0	0	6	81	6	21	
	MY TRAVEL AIRWAYS UK	C	17	0	0	65	12	0	6	18	50	80	14	20	
THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	1	89	7	18		
<b>TOTAL HERAKLION</b>			<b>107</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>79</b>	<b>11</b>	<b>144</b>	
KALAMATA	ASTRAEUS LTD	C	6	0	0	50	17	33	0	0	19	0	0	0	
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	0	0	33	0	53	100	0	6	
	FLYJET LTD	C	8	2	0	88	13	0	0	0	7	0	0	0	
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	33	37	3	
THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	75	44	4		
<b>TOTAL KALAMATA</b>			<b>29</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>27</b>	<b>17</b>	
KAVALLA	EXCEL AIRWAYS LTD	C	6	0	0	83	0	17	0	0	9	100	0	4	
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	100	0	3	
<b>TOTAL KAVALLA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>12</b>	<b>16</b>	
KEFALLINIA	ASTRAEUS LTD	C	2	0	0	0	100	0	0	0	21	0	0	0	
	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	3	100	2	9	
	EXCEL AIRWAYS LTD	C	14	3	0	100	0	0	0	0	2	91	6	11	
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	94	6	0	0	0	4	70	32	20	
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	44	33	9	
THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	100	1	8		
<b>TOTAL KEFALLINIA</b>			<b>54</b>	<b>3</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>18</b>	<b>57</b>	
KOS	ASTRAEUS LTD	C	4	0	0	75	25	0	0	0	10	64	24	14	
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	4	100	2	8	
	EXCEL AIRWAYS LTD	C	26	0	0	92	8	0	0	0	3	84	8	25	
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	55	10	25	10	0	24	97	2	29	
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	75	28	8	
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	0	11	11	43	67	12	9	
	THOMAS COOK AIRLINES LTD	C	15	0	0	87	0	13	0	0	7	100	1	6	
<b>TOTAL KOS</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>85</b>	<b>10</b>	<b>99</b>	
MIKONOS	EXCEL AIRWAYS LTD	C	4	0	0	75	0	0	25	0	16	50	14	2	
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	6	100	4	3	
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	1	100	5	2	
<b>TOTAL MIKONOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>25</b>	<b>8</b>	
MITILINI	FIRST CHOICE AIRWAYS LTD	C	6	0	0	100	0	0	0	0	1	80	5	5	
	MY TRAVEL AIRWAYS UK	C	5	0	0	60	0	40	0	0	19	100	0	3	
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	100	0	5	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL MITILINI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>2</b>	<b>13</b>
<b>PREVEZA</b>	ASTRAEUS LTD	C	6	0	0	100	0	0	0	0	0	4	0	0	0
	EXCEL AIRWAYS LTD	C	9	2	0	100	0	0	0	0	0	0	67	107	3
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	95	0	5	0	0	0	3	88	7	16
	FLYJET LTD	C	3	0	0	100	0	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	80	0	20	0	0	0	8	83	16	6
<b>TOTAL PREVEZA</b>			<b>44</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>16</b>	<b>36</b>	
<b>RHODES</b>	ASTRAEUS LTD	C	5	0	0	80	0	20	0	0	0	10	25	38	8
	BRITANNIA AIRWAYS	C	17	0	0	100	0	0	0	0	0	2	88	11	16
	EXCEL AIRWAYS LTD	C	19	0	0	84	5	11	0	0	0	7	85	23	27
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	68	18	9	5	0	0	12	78	7	40
	FLYJET LTD	C	7	1	0	29	57	14	0	0	0	20	0	0	0
	MONARCH AIRLINES	C	15	0	0	67	7	13	13	0	0	18	86	7	21
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	0	0	29	6	6	74	59	57	17
	THOMAS COOK AIRLINES LTD	C	26	0	0	92	4	4	0	0	0	5	90	5	30
<b>TOTAL RHODES</b>			<b>128</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>79</b>	<b>17</b>	<b>159</b>
<b>SALONIKA</b>	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	0	100	0	3
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	75	5	4
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	40	28	5
	MY TRAVEL AIRWAYS UK	C	5	0	0	100	0	0	0	0	0	0	100	2	5
	OLYMPIC AIRWAYS	S	40	0	2	73	18	10	0	0	0	9	75	12	52
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	1	100	2	5
<b>TOTAL SALONIKA</b>			<b>65</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>75</b>
<b>SAMOS</b>	BRITANNIA AIRWAYS	C	9	1	0	100	0	0	0	0	0	3	80	5	10
	EXCEL AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	88	5	8
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	0	80	3	5
<b>TOTAL SAMOS</b>			<b>21</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>5</b>	<b>23</b>
<b>SKIATHOS</b>	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	88	3	8
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	77	8	15	0	0	0	12	69	13	16
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	2	100	6	3
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	14	0	0	0	7	100	2	5
<b>TOTAL SKIATHOS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>32</b>
<b>THIRA (SANTORINI)</b>	EXCEL AIRWAYS LTD	C	5	1	0	100	0	0	0	0	0	0	100	1	7
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	80	4	5
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>12</b>
<b>VOLOS</b>	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	7	88	7	8
<b>TOTAL VOLOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>9</b>
<b>ZAKINTHOS</b>	ASTRAEUS LTD	C	3	0	0	100	0	0	0	0	0	7	0	20	1
	BRITANNIA AIRWAYS	C	13	0	0	92	0	8	0	0	0	6	92	3	12
	EXCEL AIRWAYS LTD	C	5	1	0	80	20	0	0	0	0	7	57	10	7
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	100	0	0	0	0	0	2	86	7	36
	MONARCH AIRLINES	C	11	0	0	55	0	18	27	0	0	38	100	0	13
	MY TRAVEL AIRWAYS UK	C	16	1	0	63	19	13	0	6	0	25	88	5	16
	THOMAS COOK AIRLINES LTD	C	15	0	0	100	0	0	0	0	0	1	100	3	19

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ZAKINTHOS			80	2	0	84	5	6	4	1	0	12	88	5	104
TOTAL GREECE			933	14	2	84	7	5	4	1	0	11	81	14	1163
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	10	0	0	70	10	0	10	10	0	33	70	11	10
	MONARCH AIRLINES	C	9	0	0	33	22	11	22	0	11	101	63	163	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	6	0	0	67	33	0	0	0	0	13	0	0	0
TOTAL GRENADA			25	0	0	56	20	4	12	4	4	53	67	78	18
TOTAL GRENADA			25	0	0	56	20	4	12	4	4	53	67	78	18
<b>HUNGARY</b>															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	60	0	0	92	8	0	0	0	0	4	88	9	58
TOTAL BUDAPEST			60	0	0	92	8	0	0	0	0	4	88	9	58
TOTAL HUNGARY			60	0	0	92	8	0	0	0	0	4	88	9	58
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	7	0	0	57	0	14	29	0	0	39	17	86	6
TOTAL GOA			7	0	0	57	0	14	29	0	0	39	17	86	6
TOTAL INDIA			8	0	0	50	0	25	25	0	0	40	17	86	6
<b>IRISH REPUBLIC</b>															
DUBLIN	BRITISH AIRWAYS PLC	S	198	0	0	84	11	4	0	1	0	11	0	0	0
	RYANAIR	S	308	0	2	86	9	4	1	0	0	6	77	9	248
TOTAL DUBLIN			506	2	2	85	10	4	1	0	0	8	73	13	618
TOTAL IRISH REPUBLIC			506	2	2	85	10	4	1	0	0	8	73	13	618
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
ARUBA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL ARUBA			2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL ISLE OF CURACAO NETH.ANTILLES			2	0	0	100	0	0	0	0	0	4	0	0	0
<b>ISRAEL</b>															
TEL AVIV	ARKIA	C	14	0	0	86	7	7	0	0	0	8	75	7	4
	ASTRAEUS LTD	C	10	0	0	50	10	20	20	0	0	32	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	14	0	0	0
	ISRAIR LTD	C	8	0	0	13	38	25	25	0	0	47	0	0	0
	MONARCH AIRLINES	C	16	0	0	56	13	25	6	0	0	21	71	8	17
TOTAL TEL AVIV			53	0	0	57	13	21	9	0	0	24	71	8	21
TOTAL ISRAEL			53	0	0	57	13	21	9	0	0	24	73	7	22
<b>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	178	0	0	81	11	2	6	0	0	11	68	16	174
TOTAL BOLOGNA			178	0	0	81	11	2	6	0	0	11	68	16	174
BRESCIA/MONTICHIARI	ASTRAEUS LTD	C	12	0	0	83	17	0	0	0	0	6	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	0	33	67	0	0	0	0	16	100	0	6

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>0</b>	<b>6</b>
<b>CATANIA (FONTANAROSSA)</b>	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	100	5	8
	MERIDIANA AIR	S	40	0	0	70	0	10	20	0	0	24	42	26	48
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	25	50	0	0	51	63	9	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	0	29	14	0	0	24	71	11	7
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>2</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>20</b>	<b>71</b>
<b>FLORENCE</b>	MERIDIANA AIR	S	118	0	4	70	15	6	8	0	0	17	62	22	117
<b>TOTAL FLORENCE</b>			<b>118</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>22</b>	<b>117</b>
<b>GENOA</b>	BRITISH AIRWAYS PLC	S	60	0	0	95	5	0	0	0	0	3	74	11	68
<b>TOTAL GENOA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>11</b>	<b>68</b>
<b>MILAN (LINATE)</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	68	18	6	8	0	0	18	0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NAPLES</b>	BRITANNIA AIRWAYS	C	15	0	0	87	0	7	7	0	0	16	67	25	15
	BRITISH AIRWAYS PLC	S	174	0	0	79	16	3	2	0	0	10	70	16	166
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	9	63	39	8
	MONARCH AIRLINES	C	18	0	0	56	11	11	0	22	0	65	50	100	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	7	63	20	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	8	100	3	7
<b>TOTAL NAPLES</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>21</b>	<b>214</b>
<b>OLBIA</b>	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	MERIDIANA AIR	S	6	0	0	83	0	0	17	0	0	18	67	9	12
<b>TOTAL OLBIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>8</b>	<b>14</b>
<b>PISA</b>	BLUE PANORAMA	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	11	38	33	8
	BRITISH AIRWAYS PLC	S	179	0	1	83	9	5	1	2	0	11	71	19	174
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	100	0	2
<b>TOTAL PISA</b>			<b>191</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>19</b>	<b>188</b>
<b>RIMINI</b>	VOLARE AIRLINES	S	34	0	0	79	12	9	0	0	0	9	0	0	0
<b>TOTAL RIMINI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ROME (FIUMICINO)</b>	AIR ONE	C	2	0	0	0	50	0	50	0	0	52	0	0	0
	ALITALIA	S	60	0	2	32	27	32	10	0	0	31	37	27	62
	BRITISH AIRWAYS PLC	S	112	0	0	66	19	11	4	0	0	15	77	17	62
<b>TOTAL ROME (FIUMICINO)</b>			<b>175</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>22</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>22</b>	<b>124</b>
<b>TURIN</b>	BRITISH AIRWAYS PLC	S	12	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL TURIN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>VENICE</b>	AIR CORDIAL LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	122	0	0	79	11	7	4	0	0	12	53	31	172
	EXCEL AIRWAYS LTD	C	5	0	0	40	20	20	20	0	0	36	50	18	4
	MONARCH AIRLINES	C	4	0	0	25	25	25	25	0	0	35	0	0	0
	VOLARE AIRLINES	S	54	0	0	80	17	2	2	0	0	9	58	15	122
<b>TOTAL VENICE</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>24</b>	<b>298</b>
<b>VERONA</b>	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	5	0	52	2

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VERONA	BRITISH AIRWAYS PLC	S	69	0	1	86	12	1	1	0	0	7	80	8	60
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	1	4
<b>TOTAL VERONA</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>68</b>
<b>TOTAL ITALY</b>			<b>1413</b>	<b>1</b>	<b>8</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>19</b>	<b>1349</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	52	11	19	19	0	0	32	63	21	27
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>63</b>	<b>21</b>	<b>27</b>
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	11	20	52	5
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	17	50	26	8
<b>TOTAL MONTEGO BAY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>38</b>	<b>36</b>	<b>13</b>
<b>TOTAL JAMAICA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>26</b>	<b>40</b>
<b>KAZAKHSTAN</b>															
GURYEV	EUROPEAN AIR CHARTER	C	10	0	0	70	10	20	0	0	0	11	0	27	2
<b>TOTAL GURYEV</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>2</b>
URALSK	ASTRAEUS LTD	C	21	0	0	52	14	10	19	5	0	43	0	0	0
<b>TOTAL URALSK</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>10</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KAZAKHSTAN</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>27</b>	<b>2</b>
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	8	0	0	63	13	13	13	0	0	24	50	17	8
<b>TOTAL MOMBASA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>32</b>	<b>16</b>
<b>TOTAL KENYA</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>32</b>	<b>16</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	68	0	0	99	1	0	0	0	0	2	79	10	62
<b>TOTAL VILNIUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>62</b>
<b>TOTAL LITHUANIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>62</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	100	0	0	91	7	2	0	0	0	5	0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>49</b>	<b>21</b>	<b>99</b>
<b>TOTAL LUXEMBOURG</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>49</b>	<b>21</b>	<b>99</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MONARCH AIRLINES	C	15	0	0	47	20	27	7	0	0	23	31	25	16
<b>TOTAL MALE INTERNATIONAL</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>31</b>	<b>25</b>	<b>16</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>31</b>	<b>25</b>	<b>16</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	98	0	0	86	9	4	1	0	0	7	79	14	94
	ASTRAEUS LTD	S	66	0	4	80	15	5	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	80	8	10
	FIRST CHOICE AIRWAYS LTD	C	7	1	0	86	14	0	0	0	0	6	70	10	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MALTA	GB AIRWAYS LTD	S	60	0	0	73	17	5	5	0	0	14	61	19	62
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	0	30	0	0	44	100	2	10
<b>TOTAL MALTA</b>			<b>250</b>	<b>3</b>	<b>4</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>232</b>	
<b>TOTAL MALTA</b>			<b>250</b>	<b>3</b>	<b>4</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>232</b>	
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	7	1	0	100	0	0	0	0	2	88	6	8	
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	44	22	22	11	0	26	60	28	5	
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	6	22	6	0	17	72	22	18	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	7	13	30	8	
<b>TOTAL CANCUN</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>21</b>	<b>39</b>	
PUERTO VALLARTA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	13	13	55	78	13	9	
<b>TOTAL PUERTO VALLARTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>55</b>	<b>78</b>	<b>13</b>	<b>9</b>	
<b>TOTAL MEXICO</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>21</b>	<b>65</b>	<b>19</b>	<b>48</b>	
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	8	0	0	63	0	13	25	0	25	75	32	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	26	63	15	8	
<b>TOTAL AGADIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>31</b>	<b>19</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	4	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MARRAKESH	GB AIRWAYS LTD	S	22	1	0	64	14	14	9	0	19	77	6	13	
	ROYAL AIR MAROC	S	22	0	0	95	0	5	0	0	6	62	17	26	
<b>TOTAL MARRAKESH</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>13</b>	<b>41</b>	
TANGIERS (IBN BATUTA)	GB AIRWAYS LTD	S	5	0	0	80	0	20	0	0	9	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>4</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>19</b>	<b>60</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	350	0	0	92	4	3	2	0	5	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	247	1	0	80	12	4	3	2	13	78	12	250	
<b>TOTAL AMSTERDAM</b>			<b>597</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>588</b>	
<b>TOTAL NETHERLANDS</b>			<b>597</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>740</b>	
<b>NIGERIA</b>															
PORT HARCOURT	VIRGIN ATLANTIC AIRWAYS LTD	S	16	1	0	56	25	6	13	0	20	0	0	0	
<b>TOTAL PORT HARCOURT</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NIGERIA</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	62	0	0	95	5	0	0	0	3	66	26	62	
<b>TOTAL BERGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>26</b>	<b>62</b>	
EVENES	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL EVENES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>26</b>	<b>62</b>
<b>POLAND</b>															
<b>KRAKOW</b>	BRITISH AIRWAYS PLC	S	24	0	0	92	4	0	4	0	0	8	0	0	0
	LOT-POLISH AIRLINES	S	62	0	0	85	5	6	0	3	0	13	81	9	62
<b>TOTAL KRAKOW</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>64</b>
<b>TOTAL POLAND</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>66</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	BRITANNIA AIRWAYS	C	27	0	0	85	4	4	0	7	0	19	91	6	33
	BRITISH AIRWAYS PLC	C	7	0	0	100	0	0	0	0	0	7	100	5	2
	EUROPEAN AIR CHARTER	C	4	0	0	50	50	0	0	0	0	14	0	0	0
	EXCEL AIRWAYS LTD	C	23	0	0	78	13	9	0	0	0	7	86	73	21
	FIRST CHOICE AIRWAYS LTD	C	45	0	0	73	20	0	7	0	0	15	77	9	69
	GB AIRWAYS LTD	S	124	0	0	86	6	6	2	0	0	8	78	9	126
	MONARCH AIRLINES	C	37	0	0	86	5	0	5	0	3	19	69	25	35
	MONARCH AIRLINES	S	51	1	1	82	10	0	6	2	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	12	88	4	8
	SATA	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	42	0	0	79	14	2	5	0	0	13	86	12	57
<b>TOTAL FARO</b>			<b>373</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>14</b>	<b>377</b>
<b>LISBON</b>	AIR LUXOR	S	12	0	0	58	42	0	0	0	0	11	0	0	0
	AIR PORTUGAL	S	113	0	2	74	19	4	3	0	0	12	70	13	128
<b>TOTAL LISBON</b>			<b>125</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>12</b>	<b>172</b>
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	9	1	0	67	33	0	0	0	0	13	100	6	6
	GB AIRWAYS LTD	S	62	0	0	69	5	5	21	0	0	26	71	13	62
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>4</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>13</b>	<b>68</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>569</b>	<b>2</b>	<b>3</b>	<b>78</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>14</b>	<b>617</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	AIR PORTUGAL	S	8	0	1	38	38	25	0	0	0	20	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	63	12	8
	EXCEL AIRWAYS LTD	C	16	0	0	88	0	0	6	0	6	34	75	10	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	15	75	7	8
	GB AIRWAYS LTD	S	38	0	0	68	13	13	3	3	0	20	81	49	36
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	78	17	9
<b>TOTAL FUNCHAL</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>78</b>	<b>29</b>	<b>77</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>78</b>	<b>29</b>	<b>77</b>
<b>RUSSIA</b>															
<b>MOSCOW (DOMODEDOVO)</b>	TRANSAERO AIRLINES	S	28	0	2	57	21	21	0	0	0	17	50	19	4
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>19</b>	<b>4</b>
<b>ST PETERSBURG</b>	AEROFLOT	S	4	0	0	75	25	0	0	0	0	9	0	0	0
	PULKOVO AVIATION ENTERPRISE	C	19	0	0	63	21	5	11	0	0	21	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ST PETERSBURG			23	0	0	65	22	4	9	0	0	19	73	15	37
TOTAL RUSSIA			51	0	2	61	22	14	4	0	0	18	71	15	41
SAINT KITTS AND NEVIS															
ST KITTS	MONARCH AIRLINES	C	4	0	0	0	0	75	25	0	0	53	0	0	0
TOTAL ST KITTS			4	0	0	0	0	75	25	0	0	53	0	0	0
TOTAL SAINT KITTS AND NEVIS			4	0	0	0	0	75	25	0	0	53	0	0	0
SIERRA LEONE															
FREETOWN	SIERRA NATIONAL AIRLINES	S	7	0	1	29	14	43	14	0	0	28	33	69	9
TOTAL FREETOWN			7	0	1	29	14	43	14	0	0	28	33	69	9
TOTAL SIERRA LEONE			7	0	1	29	14	43	14	0	0	28	33	69	9
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	59	0	1	85	15	0	0	0	6	68	12	60	
TOTAL LJUBLJANA			59	0	1	85	15	0	0	0	6	68	12	60	
TOTAL SLOVENIA			59	0	1	85	15	0	0	0	6	68	12	60	
SPAIN															
ALICANTE	ASTRAEUS LTD	C	8	0	0	63	13	25	0	0	20	81	8	16	
	BRITANNIA AIRWAYS	C	29	0	0	83	7	3	7	0	11	86	5	36	
	BRITISH AIRWAYS PLC	C	12	0	0	83	8	8	0	0	9	60	17	15	
	EASYJET AIRLINE COMPANY LTD	S	167	0	0	81	8	8	4	0	10	92	4	64	
	EXCEL AIRWAYS LTD	C	29	0	0	83	7	7	0	3	12	84	17	37	
	FIRST CHOICE AIRWAYS LTD	C	49	1	0	94	2	4	0	0	3	87	5	39	
	GB AIRWAYS LTD	S	107	0	0	60	18	14	7	1	21	65	23	88	
	MONARCH AIRLINES	C	22	0	0	59	9	14	9	9	43	64	22	42	
	MONARCH AIRLINES	S	62	0	0	82	5	5	8	0	14	0	0	0	
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	13	13	6	0	14	90	4	10	
	SPANAIR	C	5	0	0	60	40	0	0	0	10	50	15	2	
	THOMAS COOK AIRLINES LTD	C	14	0	0	79	0	7	0	14	42	85	8	54	
TOTAL ALICANTE			520	1	0	76	9	9	5	1	15	79	13	473	
ALMERIA	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	89	6	9	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	50	0	0	0	13	50	56	10	
	GB AIRWAYS LTD	S	26	0	0	69	12	8	8	4	28	0	0	0	
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	50	40	10	
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	10	0	0	6	70	14	10	
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	22	0	0	9	100	3	9	
TOTAL ALMERIA			74	0	0	78	11	7	3	1	14	74	27	57	
ASTURIAS	AIR NOSTRUM	S	26	0	0	77	8	15	0	0	10	58	25	26	
TOTAL ASTURIAS			26	0	0	77	8	15	0	0	10	58	25	26	
BARCELONA	AIR CORDIAL LTD	C	10	0	0	30	20	30	20	0	38	0	0	0	
	ASTRAEUS LTD	C	8	0	0	63	13	25	0	0	15	0	0	0	
	BRITISH AIRWAYS PLC	S	186	0	0	75	13	9	3	1	13	67	19	186	
	EASYJET AIRLINE COMPANY LTD	S	222	0	7	63	16	12	9	0	20	65	24	223	
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	6	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BARCELONA</b>			<b>428</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>22</b>	411
<b>BILBAO</b>	BRITISH AIRWAYS PLC	S	50	0	0	88	4	6	2	0	0	7	81	9	100
	EASYJET AIRLINE COMPANY LTD	S	12	0	0	75	8	8	8	0	0	14	0	0	0
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	100
<b>GERONA</b>	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	0	93	3	14
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	0	0	20	10	0	35	100	0	13
	GB AIRWAYS LTD	S	36	0	6	83	14	3	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	2	100	0	9
<b>TOTAL GERONA</b>			<b>64</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>97</b>	<b>1</b>	38
<b>IBIZA</b>	BRITANNIA AIRWAYS	C	31	0	0	94	0	3	3	0	0	4	88	6	24
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	94	6	0	0	0	0	2	80	9	30
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	12	71	112	7
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	0	6	0	0	0	5	100	2	13
	THOMAS COOK AIRLINES LTD	C	21	1	0	95	5	0	0	0	0	3	73	20	15
<b>TOTAL IBIZA</b>			<b>95</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>16</b>	92
<b>JEREZ</b>	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL JEREZ</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
<b>MADRID</b>	AEROLINEAS ARGENTINAS	S	14	12	0	86	7	7	0	0	0	6	100	1	28
	AIR EUROPA	S	98	0	0	87	10	2	1	0	0	6	74	10	70
	BRITISH AIRWAYS PLC	S	178	0	0	84	8	4	3	1	0	10	59	18	222
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	10	10	15	0	0	20	61	21	61
<b>TOTAL MADRID</b>			<b>352</b>	<b>12</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>16</b>	381
<b>MAHON</b>	BRITANNIA AIRWAYS	C	33	0	0	94	0	6	0	0	0	3	92	3	25
	EXCEL AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	100	0	8
	FIRST CHOICE AIRWAYS LTD	C	40	1	0	98	3	0	0	0	0	1	94	4	47
	GB AIRWAYS LTD	S	34	0	0	71	3	9	18	0	0	23	0	0	0
	MONARCH AIRLINES	C	39	0	0	87	3	5	0	5	0	16	87	13	31
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	6	6	13	0	0	18	96	3	23
	THOMAS COOK AIRLINES LTD	C	17	1	0	88	6	0	6	0	0	11	93	4	41
<b>TOTAL MAHON</b>			<b>188</b>	<b>3</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>5</b>	177
<b>MALAGA</b>	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	4	90	6	39
	BRITANNIA AIRWAYS	C	34	0	0	85	9	0	0	6	0	19	44	67	36
	BRITISH AIRWAYS PLC	C	8	0	0	75	13	13	0	0	0	12	68	18	25
	EASYJET AIRLINE COMPANY LTD	S	154	1	0	74	10	9	5	1	0	15	71	14	137
	EXCEL AIRWAYS LTD	C	40	0	0	80	13	8	0	0	0	7	84	6	32
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	78	17	6	0	0	0	9	74	11	58
	FLYBE.BRITISH EUROPEAN	C	2	0	0	0	50	50	0	0	0	34	0	0	0
	GB AIRWAYS LTD	S	175	1	0	76	11	9	3	1	0	12	59	27	123
	MONARCH AIRLINES	C	53	0	0	68	19	4	9	0	0	17	61	47	44
	MONARCH AIRLINES	S	61	0	2	84	7	10	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	12	0	0	0	0	3	59	88	17
	THOMAS COOK AIRLINES LTD	C	43	0	0	93	7	0	0	0	0	4	89	10	92
<b>TOTAL MALAGA</b>			<b>632</b>	<b>2</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>23</b>	604
<b>MURCIA SAN JAVIER</b>	ASTRAEUS LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	C	22	0	0	68	27	0	5	0	0	13	69	18	52



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
MURCIA SAN JAVIER	GB AIRWAYS LTD	S	26	0	0	92	8	0	0	0	0	3	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>18</b>	<b>56</b>
PALMA DE MALLORCA	AIR EUROPA	S	54	0	2	87	6	7	0	0	0	6	88	6	26
	BRITANNIA AIRWAYS	C	91	0	0	92	2	2	3	0	0	7	80	11	86
	EASYJET AIRLINE COMPANY LTD	S	112	1	0	69	16	12	4	0	0	15	65	20	115
	EXCEL AIRWAYS LTD	C	11	0	0	55	9	27	9	0	0	21	88	5	8
	FIRST CHOICE AIRWAYS LTD	C	67	1	0	81	7	9	3	0	0	11	80	8	87
	GB AIRWAYS LTD	S	67	0	0	76	18	6	0	0	0	9	65	28	48
	MONARCH AIRLINES	C	24	0	0	71	8	13	0	8	0	32	77	14	30
	MY TRAVEL AIRWAYS UK	C	60	1	0	70	10	7	10	3	0	25	77	24	47
	THOMAS COOK AIRLINES LTD	C	42	0	0	83	7	5	5	0	0	10	84	7	38
<b>TOTAL PALMA DE MALLORCA</b>			<b>528</b>	<b>5</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>16</b>	<b>500</b>
REUS	BRITANNIA AIRWAYS	C	15	0	0	73	13	7	7	0	0	17	88	3	17
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	100	0	0	0	0	0	0	100	1	9
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	2	89	3	9
	MY TRAVEL AIRWAYS UK	C	14	0	0	93	7	0	0	0	0	5	79	39	14
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	22	0	0	0	10	88	5	8
<b>TOTAL REUS</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>12</b>	<b>64</b>
SEVILLE	GB AIRWAYS LTD	S	62	0	0	69	15	10	6	0	0	18	80	13	54
<b>TOTAL SEVILLE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>13</b>	<b>54</b>
VALENCIA	GB AIRWAYS LTD	S	81	0	0	63	4	6	27	0	0	30	70	27	87
<b>TOTAL VALENCIA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>4</b>	<b>6</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>70</b>	<b>27</b>	<b>87</b>
<b>TOTAL SPAIN</b>			<b>3233</b>	<b>25</b>	<b>17</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>17</b>	<b>3120</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	ASTRAEUS LTD	C	8	0	0	38	0	25	25	13	0	80	0	0	0
	BRITANNIA AIRWAYS	C	28	0	0	96	4	0	0	0	0	3	79	9	28
	EXCEL AIRWAYS LTD	C	22	0	0	95	5	0	0	0	0	5	87	6	30
	FIRST CHOICE AIRWAYS LTD	C	55	0	0	62	11	15	13	0	0	22	66	19	47
	GB AIRWAYS LTD	S	26	1	0	65	19	8	8	0	0	17	47	23	15
	MONARCH AIRLINES	C	32	0	0	59	16	16	9	0	0	21	58	84	33
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	4	90	5	10
	THOMAS COOK AIRLINES LTD	C	37	0	0	92	3	5	0	0	0	5	71	13	35
<b>TOTAL ARRECIFE</b>			<b>218</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>25</b>	<b>199</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	13	0	0	85	0	15	0	0	0	10	56	24	16
	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	100	0	0	0	0	0	2	60	17	20
	GB AIRWAYS LTD	S	2	0	0	0	0	0	100	0	0	66	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	8	79	21	14
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	33	0	6	6	0	30	67	29	18
	THOMAS COOK AIRLINES LTD	C	34	0	0	79	0	9	12	0	0	23	72	12	18
<b>TOTAL FUERTEVENTURA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>20</b>	<b>86</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	35	0	0	77	11	3	9	0	0	14	88	5	26
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	12	83	7	12
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	22	0	0	0	0	8	68	10	25
	GB AIRWAYS LTD	S	28	0	0	64	18	7	11	0	0	23	47	24	15

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAS PALMAS	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	4	88	5	8
	MY TRAVEL AIRWAYS UK	C	24	1	0	67	8	17	8	0	0	17	91	11	34
	THOMAS COOK AIRLINES LTD	C	29	0	0	97	0	0	3	0	0	4	86	6	29
<b>TOTAL LAS PALMAS</b>			<b>151</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>9</b>	<b>149</b>
TENERIFE (SURREINA SOFIA)	AIR ATLANTA EUROPE LTD	C	10	0	0	30	10	20	40	0	0	54	0	0	0
	ASTRAEUS LTD	C	26	1	0	38	15	23	19	4	0	46	60	38	5
	BRITANNIA AIRWAYS	C	45	0	0	76	16	4	0	4	0	15	85	9	39
	EXCEL AIRWAYS LTD	C	46	0	0	80	13	7	0	0	0	8	75	14	57
	FIRST CHOICE AIRWAYS LTD	C	61	0	0	77	15	7	2	0	0	9	74	14	58
	FLYJET LTD	C	6	0	0	0	0	0	83	17	0	141	0	0	0
	FUTURA AIRLINES	C	7	0	0	43	14	14	29	0	0	44	0	0	0
	GB AIRWAYS LTD	S	46	0	2	70	20	4	7	0	0	15	72	34	46
	MONARCH AIRLINES	C	37	0	0	62	3	14	19	3	0	38	58	32	48
	MY TRAVEL AIRWAYS UK	C	31	0	0	58	23	6	13	0	0	23	71	18	62
	THOMAS COOK AIRLINES LTD	C	59	1	0	83	10	7	0	0	0	7	84	7	75
	VOLAR AIRLINES	C	5	0	0	60	0	0	40	0	0	29	0	169	2
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>379</b>	<b>2</b>	<b>6</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>18</b>	<b>401</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>856</b>	<b>4</b>	<b>6</b>	<b>73</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>19</b>	<b>835</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	18	0	0	100	0	0	0	0	0	4	78	10	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	73	4	19	4	0	0	16	71	20	17
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>15</b>	<b>35</b>
<b>TOTAL ST LUCIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>15</b>	<b>35</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS PLC	S	126	0	0	86	5	5	5	0	0	11	84	9	178
	EASYJET SWITZERLAND	S	188	0	0	80	6	5	7	2	0	16	82	13	134
<b>TOTAL GENEVA</b>			<b>314</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>12</b>	<b>364</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	124	0	0	59	20	12	9	0	0	20	56	28	124
<b>TOTAL ZURICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>28</b>	<b>124</b>
<b>TOTAL SWITZERLAND</b>			<b>438</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>16</b>	<b>488</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	20	0	0	75	20	5	0	0	0	10	84	7	19
	MONARCH AIRLINES	C	5	0	0	80	0	0	0	20	0	55	56	17	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL TOBAGO</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>10</b>	<b>28</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>10</b>	<b>28</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	10	1	0	80	20	0	0	0	0	4	100	4	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	3	79	9	19
	NOUVELAIR TUNISIE	C	2	0	0	100	0	0	0	0	0	3	0	30	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	6	80	28	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL MONASTIR</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>18</b>	<b>61</b>
TUNIS	GB AIRWAYS LTD	S	36	0	0	64	19	11	6	0	0	18	66	17	44
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	4	67	19	3
<b>TOTAL TUNIS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>17</b>	<b>47</b>
<b>TOTAL TUNISIA</b>			<b>85</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>16</b>	<b>118</b>
<b>TURKEY</b>															
<b>ANTALYA</b>															
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	57	14	7
	KIBRIS TURKISH AIRLINES - KTHY	S	6	0	0	83	17	0	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	29	0	0	0	0	7	43	25	7
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	0	12	0	0	20	74	30	23
<b>TOTAL ANTALYA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>22</b>	<b>45</b>
<b>BODRUM (MILAS)</b>															
	ASTRAEUS LTD	C	6	0	0	67	33	0	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	1	86	3	7
	EXCEL AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	5	86	5	7
	FIRST CHOICE AIRWAYS LTD	C	20	1	0	75	20	0	0	0	5	48	76	14	25
	FLYJET LTD	C	8	0	0	50	50	0	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	13	100	3	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	11	38	59	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	5	95	6	22
<b>TOTAL BODRUM (MILAS)</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>82</b>	<b>13</b>	<b>77</b>
<b>DALAMAN</b>															
	AIR ATLANTA EUROPE LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	94	0	0	6	0	0	6	57	18	7
	EXCEL AIRWAYS LTD	C	27	0	0	70	11	11	7	0	0	14	83	8	24
	FIRST CHOICE AIRWAYS LTD	C	40	0	0	90	5	5	0	0	0	4	69	13	36
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	88	13	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	26	0	0	81	12	4	4	0	0	10	96	3	23
	MY TRAVEL AIRWAYS UK	C	24	0	0	71	17	8	4	0	0	12	74	10	23
	ONUR AIR	C	10	0	0	80	10	10	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	33	2	0	82	12	0	6	0	0	13	74	19	27
<b>TOTAL DALAMAN</b>			<b>186</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>151</b>
<b>ISTANBUL</b>															
	EXCEL AIRWAYS LTD	C	9	0	0	56	33	11	0	0	0	13	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	19	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	32	0	0	0
<b>TOTAL ISTANBUL</b>			<b>13</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>38</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IZMIR (ADNAM MENDERES)</b>															
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	4	93	4	14
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>14</b>
<b>TOTAL TURKEY</b>			<b>310</b>	<b>4</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>13</b>	<b>287</b>
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>															
	UKRAINE INTERNATIONAL AIRLIN	S	44	0	0	82	14	0	5	0	0	10	83	9	42
<b>TOTAL KIEV (BORISPOL)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>44</b>
<b>TOTAL UKRAINE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>44</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	186	0	0	75	16	6	4	0	0	12	64	16	124
TOTAL DUBAI			<b>186</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>16</b>	124
TOTAL UNITED ARAB EMIRATES			<b>186</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>16</b>	124
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	232	0	0	83	8	7	2	0	0	8	78	11	232
TOTAL ABERDEEN			<b>232</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	232
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	216	0	9	83	10	5	1	0	0	9	83	8	340
TOTAL BELFAST CITY			<b>216</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	340
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	214	0	5	55	15	17	12	0	0	26	0	0	0
TOTAL BELFAST INTERNATIONAL			<b>215</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>15</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
EDINBURGH	BRITISH AIRWAYS PLC	S	332	0	0	73	18	8	2	0	0	11	76	12	330
	EASYJET AIRLINE COMPANY LTD	S	269	0	0	71	9	12	7	1	0	17	57	26	280
TOTAL EDINBURGH			<b>601</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>18</b>	610
GLASGOW	BRITISH AIRWAYS PLC	S	340	0	0	84	12	3	1	0	0	7	72	13	337
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL GLASGOW			<b>346</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>13</b>	337
GUERNSEY	AURIGNY AIR SERVICES	S	198	0	0	95	2	2	1	0	0	3	0	0	0
	FLYBE.BRITISH EUROPEAN	S	245	0	0	89	6	3	2	0	0	6	92	5	244
TOTAL GUERNSEY			<b>443</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>12</b>	455
INVERNESS	BRITISH AIRWAYS CITIEXPRESS L	S	184	0	0	82	9	4	4	0	0	10	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	13	5	5	0	0	13	0	0	0
TOTAL INVERNESS			<b>246</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>11</b>	184
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	170	0	0	84	11	4	1	0	0	8	76	11	170
TOTAL ISLE OF MAN			<b>170</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	170
JERSEY	BRITISH AIRWAYS PLC	S	310	0	0	86	5	6	2	0	0	9	0	0	0
	FLYBE.BRITISH EUROPEAN	S	254	0	0	85	8	3	3	1	0	11	82	14	253
TOTAL JERSEY			<b>564</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	653
MANCHESTER	AZZURRA AIR	C	9	0	0	44	0	22	33	0	0	68	0	0	0
	BRITISH AIRWAYS PLC	S	396	0	0	84	9	5	2	0	0	9	70	13	400
	FIRST CHOICE AIRWAYS LTD	C	12	12	0	92	0	8	0	0	0	4	71	6	7
	MONARCH AIRLINES	C	7	2	0	71	14	0	14	0	0	15	0	39	6
	MY TRAVEL AIRWAYS UK	C	4	1	0	50	0	50	0	0	0	23	0	21	2
TOTAL MANCHESTER			<b>430</b>	<b>27</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>13</b>	423
NEWCASTLE	BRITISH AIRWAYS PLC	S	248	0	0	86	8	4	2	0	0	8	0	0	0
TOTAL NEWCASTLE			<b>248</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>16</b>	248
NEWQUAY	AIR SOUTHWEST	S	30	0	0	63	17	20	0	0	0	15	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	99	0	0	88	3	6	3	0	0	8	67	15	83
TOTAL NEWQUAY			<b>129</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>15</b>	83
PLYMOUTH	AIR SOUTHWEST	S	18	0	0	67	22	11	0	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	97	0	0	82	8	3	6	0	0	12	70	15	161
<b>TOTAL PLYMOUTH</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>15</b>	<b>161</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3955</b>	<b>29</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>13</b>	<b>4068</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	61	0	1	89	3	3	5	0	0	10	79	12	62
	DELTA AIRLINES	S	184	0	2	82	11	5	2	1	0	10	78	11	202
<b>TOTAL ATLANTA</b>			<b>245</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>265</b>
CHARLOTTE	US AIRWAYS	S	62	0	0	81	10	5	3	2	0	13	74	8	62
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>8</b>	<b>62</b>
CINCINNATI	DELTA AIRLINES	S	62	0	0	94	5	2	0	0	0	4	79	9	62
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>62</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	124	0	0	93	5	2	1	0	0	4	87	10	124
	BRITISH AIRWAYS PLC	S	58	0	0	93	5	2	0	0	0	4	85	11	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>10</b>	<b>186</b>
DETROIT	NORTHWEST AIRLINES	S	62	0	0	97	3	0	0	0	0	2	89	7	61
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>61</b>
HOUSTON	BRITISH AIRWAYS PLC	S	83	0	2	88	6	4	2	0	0	8	84	7	62
	CONTINENTAL AIRLINES	S	124	0	0	92	3	4	1	0	0	5	69	19	124
<b>TOTAL HOUSTON</b>			<b>207</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>15</b>	<b>186</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	81	7	7	4	0	0	11	76	11	17
<b>TOTAL LAS VEGAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>11</b>	<b>17</b>
LOS ANGELES INTERNATIONAL	EUROPEAN AIR CHARTER	C	2	0	0	0	50	0	50	0	0	57	0	0	0
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	61	0	1	92	3	2	3	0	0	8	93	3	60
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>3</b>	<b>60</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	2	0	83	14	3	0	0	0	7	73	14	120
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>14</b>	<b>120</b>
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	87	10	2	2	0	0	6	94	4	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	123	0	0	76	9	11	4	0	0	12	73	14	124
<b>TOTAL ORLANDO</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>186</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	111	0	1	80	12	5	3	0	0	11	78	9	72
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>72</b>
PITTSBURGH	US AIRWAYS	S	58	0	0	90	9	2	0	0	0	5	65	21	62
<b>TOTAL PITTSBURGH</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>21</b>	<b>62</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	92	5	3	0	0	0	4	84	7	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>7</b>	<b>62</b>
SANFORD	AIR ATLANTA ICELANDIC	C	17	0	0	12	12	47	29	0	0	48	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	78	11	6	6	0	0	11	44	180	9
	EUROPEAN AIR CHARTER	C	32	1	0	50	19	28	0	3	0	27	39	60	23
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	11	63	39	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SANFORD	MY TRAVEL AIRWAYS UK	C	27	0	0	67	22	4	4	4	0	24	74	12	27
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	22	0	0	34	63	16	8
<b>TOTAL SANFORD</b>			<b>112</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>57</b>	<b>50</b>	<b>75</b>
ST LOUIS (LAMBERT)	AMERICAN AIRLINES	S	62	0	0	90	5	2	3	0	0	7	65	15	62
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>15</b>	<b>62</b>
TAMPA	BRITISH AIRWAYS PLC	S	44	0	0	82	2	9	2	5	0	18	78	10	37
<b>TOTAL TAMPA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>10</b>	<b>37</b>
<b>TOTAL USA</b>			<b>1668</b>	<b>3</b>	<b>58</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>1843</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	10	25	132	4
<b>TOTAL PORLAMAR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>132</b>	<b>4</b>
<b>TOTAL VENEZUELA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>132</b>	<b>4</b>
VIRGIN ISLANDS (U.S.A)															
ST THOMAS ISLANDS	FIRST CHOICE AIRWAYS LTD	C	4	1	0	50	0	25	25	0	0	36	25	78	4
<b>TOTAL ST THOMAS ISLANDS</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>78</b>	<b>4</b>
<b>TOTAL VIRGIN ISLANDS (U.S.A)</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>78</b>	<b>4</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	26	0	3	62	23	4	4	4	4	39	31	44	36
<b>TOTAL HARARE</b>			<b>26</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>39</b>	<b>44</b>	<b>34</b>	<b>50</b>
<b>TOTAL ZIMBABWE</b>			<b>26</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>39</b>	<b>44</b>	<b>34</b>	<b>50</b>
<b>TOTAL GATWICK</b>			<b>20049</b>	<b>113</b>	<b>163</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>16</b>	<b>20864</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
<b>BRUSSELS</b>	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	24	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	35	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	13	0	0	0
<b>TOTAL BRUSSELS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>															
<b>BURGAS</b>	BH AIR	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>VARNA</b>	BH AIR	C	5	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL VARNA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CANADA</b>															
<b>TORONTO</b>	AIR CANADA	S	38	0	0	89	11	0	0	0	0	5	79	15	34
	AIR TRANSAT	S	18	0	0	33	17	11	28	11	0	58	44	31	18
	MY TRAVEL AIRWAYS UK	C	20	0	0	70	10	10	10	0	0	15	44	100	16
<b>TOTAL TORONTO</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>39</b>	<b>68</b>
<b>VANCOUVER</b>	AIR TRANSAT	S	10	0	0	90	0	10	0	0	0	6	60	11	10
<b>TOTAL VANCOUVER</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>11</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>86</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>35</b>	<b>78</b>
<b>CROATIA</b>															
<b>SPLIT</b>	CROATIA AIRLINES	C	2	0	0	50	0	0	50	0	0	63	100	6	2
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>100</b>	<b>6</b>	<b>2</b>
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>100</b>	<b>6</b>	<b>2</b>
<b>CYPRUS</b>															
<b>LARNACA</b>	BRITANNIA AIRWAYS	C	7	0	0	43	43	14	0	0	0	15	29	21	7
	EUROCYPRIA AIRLINES LTD	C	8	0	0	13	38	0	50	0	0	62	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	38	13	13	38	0	0	50	70	21	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	30	0	0	0	20	29	105	7
	THOMAS COOK AIRLINES LTD	C	12	0	0	92	0	0	0	0	0	40	60	16	10
<b>TOTAL LARNACA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>43</b>	<b>36</b>	<b>54</b>
<b>PAPHOS</b>	BRITANNIA AIRWAYS	C	10	0	0	70	0	30	0	0	0	18	70	49	10
	EUROCYPRIA AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	10	0	0	60	30	10	0	0	0	14	60	17	10
<b>TOTAL PAPHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>30</b>	<b>28</b>
<b>TOTAL CYPRUS</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>45</b>	<b>34</b>	<b>82</b>
<b>DENMARK</b>															
<b>COPENHAGEN</b>	BMI BRITISH MIDLAND	S	62	0	0	98	2	0	0	0	0	2	91	9	97

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 COPENHAGEN			62	0	0	98	2	0	0	0	0	2	91	9	97
TOTAL DENMARK			62	0	0	98	2	0	0	0	0	2	91	9	97
FRANCE															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	67	0	0	55	30	7	7	0	0	21	0	0	0
	FLYBE.BRITISH EUROPEAN	S	4	0	0	50	25	0	25	0	0	34	60	17	5
TOTAL PARIS (CHARLES DE GAULLE)			71	0	1	55	30	7	8	0	0	22	67	16	125
TOTAL FRANCE			71	0	1	55	30	7	8	0	0	22	67	16	125
GERMANY															
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	72	0	0	93	3	1	3	0	0	6	72	18	25
TOTAL FRANKFURT MAIN			72	0	1	93	3	1	3	0	0	6	70	20	74
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	20	0	0	75	0	20	5	0	0	16	0	0	0
TOTAL HANOVER			20	0	0	75	0	20	5	0	0	16	0	0	0
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	43	0	0	91	2	2	5	0	0	10	77	19	47
TOTAL MUNICH			43	0	0	91	2	2	5	0	0	10	77	19	47
TOTAL GERMANY			136	0	1	90	2	4	4	0	0	9	73	20	121
GREECE															
TOTAL ATHENS			3	0	0	0	0	0	100	0	0	74	0	0	0
CORFU	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	5	100	5	8
	EXCEL AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	0	100	0	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	9	57	10	7
	THOMAS COOK AIRLINES LTD	C	14	0	0	86	7	0	7	0	0	16	86	14	14
TOTAL CORFU			38	0	0	87	11	0	3	0	0	9	86	8	44
HERAKLION	BMI BRITISH MIDLAND	C	6	0	0	33	17	17	33	0	0	37	40	22	5
	EXCEL AIRWAYS LTD	C	14	0	0	86	0	7	7	0	0	11	75	49	12
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	7	80	10	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	100	1	11
TOTAL HERAKLION			38	0	0	82	3	8	8	0	0	12	79	20	48
KOS	BMI BRITISH MIDLAND	C	5	0	0	80	20	0	0	0	0	8	60	14	5
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	3	67	36	9
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	6	0	6	0	0	8	67	8	9
TOTAL KOS			28	0	0	89	7	0	4	0	0	7	65	20	23
RHODES	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	3	67	38	9
	EXCEL AIRWAYS LTD	C	9	0	0	67	11	0	22	0	0	36	82	28	11
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	13	89	7	9
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	100	0	0	0	41	44	17	9
	THOMAS COOK AIRLINES LTD	C	11	0	0	82	0	18	0	0	0	7	0	0	0
TOTAL RHODES			40	0	0	75	8	13	5	0	0	16	71	23	38
SALONIKA	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	100	2	4
TOTAL SALONIKA			3	0	0	67	0	33	0	0	0	22	100	2	4
ZAKINTHOS	EXCEL AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	2	20	29	5



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	63	9	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	87	7	7	0	0	4	43	16	7	
<b>TOTAL ZAKINTHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>16</b>	<b>20</b>	
<b>TOTAL GREECE</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>17</b>	<b>177</b>	
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	36	1	0	56	28	17	0	0	15	75	10	48	
<b>TOTAL KEFLAVIK</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>10</b>	<b>58</b>	
<b>TOTAL ICELAND</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>10</b>	<b>58</b>	
<b>IRISH REPUBLIC</b>															
CORK	LOGANAIR	S	54	8	0	80	7	9	4	0	11	79	21	57	
<b>TOTAL CORK</b>			<b>55</b>	<b>8</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>21</b>	<b>57</b>	
DUBLIN	AER LINGUS	S	181	0	5	76	15	6	3	0	15	68	19	224	
	BMI BRITISH MIDLAND	C	6	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL DUBLIN</b>			<b>188</b>	<b>1</b>	<b>5</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>19</b>	<b>224</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>243</b>	<b>9</b>	<b>5</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>20</b>	<b>281</b>	
<b>ITALY</b>															
ALGHERO/SASSARI	ASTRAEUS LTD	C	2	0	0	50	0	0	50	0	58	50	19	2	
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	4	0	0	0	
<b>TOTAL ALGHERO/SASSARI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>17</b>	<b>4</b>	
NAPLES	BRITANNIA AIRWAYS	C	12	0	0	67	0	8	25	0	37	25	43	8	
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL NAPLES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>7</b>	<b>21</b>	<b>0</b>	<b>31</b>	<b>33</b>	<b>39</b>	<b>9</b>	
PISA	BMI BRITISH MIDLAND	C	5	0	0	100	0	0	0	0	4	0	0	0	
<b>TOTAL PISA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL VERONA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>50</b>	<b>100</b>	<b>3</b>	<b>1</b>	
<b>TOTAL ITALY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>27</b>	<b>21</b>	
<b>LITHUANIA</b>															
KAUNAS	KAVKAZSKIE MINERALNYE VODY	C	2	0	0	0	50	0	50	0	54	0	0	0	
<b>TOTAL KAUNAS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LITHUANIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>54</b>	<b>100</b>	<b>4</b>	<b>4</b>	
<b>MALTA</b>															
MALTA	AIR MALTA	S	18	0	0	56	33	11	0	0	12	50	22	10	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	25	0	26	0	0	0	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>31</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>28</b>	<b>43</b>	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>31</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>28</b>	<b>43</b>	
<b>MEXICO</b>															
CANCUN	MY TRAVEL AIRWAYS UK	C	9	0	0	44	22	33	0	0	21	70	12	10	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL CANCUN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>12</b>	10
<b>TOTAL MEXICO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>12</b>	10
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	11	10	3	0	0	11	75	13	119
	KLM CITYHOPPER	S	280	8	0	84	6	6	3	0	0	11	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>342</b>	<b>8</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	359
<b>TOTAL NETHERLANDS</b>			<b>342</b>	<b>8</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	359
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR LUXOR	C	13	0	0	54	15	8	8	15	0	48	50	79	4
	BMI BRITISH MIDLAND	C	13	0	0	46	38	8	8	0	0	22	60	27	5
	BRITANNIA AIRWAYS	C	10	0	0	70	0	10	0	0	20	85	56	31	9
	EUROATLANTIC AIRWAYS	C	4	0	0	75	0	25	0	0	0	10	89	6	9
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	50	69	2
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	56	39	6	0	0	0	14	0	0	0
	SPANAIR	C	2	0	0	0	50	50	0	0	0	35	0	0	0
	THOMAS COOK AIRLINES LTD	C	25	0	0	84	8	8	0	0	0	8	65	12	20
<b>TOTAL FARO</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>73</b>	<b>18</b>	83
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>73</b>	<b>18</b>	83
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	EUROATLANTIC AIRWAYS	C	6	2	0	83	17	0	0	0	0	5	100	0	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	18	75	8	8
<b>TOTAL FUNCHAL</b>			<b>14</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>4</b>	17
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>14</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>4</b>	17
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS	C	16	1	0	75	19	6	0	0	0	9	72	89	18
	EXCEL AIRWAYS LTD	C	10	0	0	70	0	10	20	0	0	37	75	18	12
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	12	8
	MY TRAVEL AIRWAYS UK	C	25	1	0	64	4	16	8	0	8	53	70	9	23
	SPANAIR	C	5	1	0	60	40	0	0	0	0	13	17	24	6
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	12	6	12	0	0	16	70	73	10
<b>TOTAL ALICANTE</b>			<b>81</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>64</b>	<b>37</b>	92
<b>BARCELONA</b>	AIR HOLLAND	S	26	0	0	35	19	27	19	0	0	34	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	6	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL BARCELONA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>16</b>	<b>22</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>77</b>	<b>22</b>	44
<b>GERONA</b>	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	5	78	34	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	0	71	33	14
	THOMAS COOK AIRLINES LTD	C	11	0	0	91	0	0	0	9	0	32	100	0	3
<b>TOTAL GERONA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>29</b>	33
<b>IBIZA</b>	AIR EUROPA	C	5	1	0	60	20	20	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	23	0	0	70	9	9	13	0	0	18	61	28	31
	IBERWORLD	C	10	0	0	90	10	0	0	0	0	2	73	10	11
	MY TRAVEL AIRWAYS UK	C	15	0	0	73	0	0	0	13	13	119	71	6	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
IBIZA	THOMAS COOK AIRLINES LTD	C	12	0	0	83	0	17	0	0	0	9	100	1	4
<b>TOTAL IBIZA</b>			<b>65</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>37</b>	<b>71</b>	<b>18</b>	<b>58</b>
MADRID	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL MADRID</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>7</b>	<b>3</b>
MAHON	BMI BRITISH MIDLAND	C	7	0	0	100	0	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	86	0	14	0	0	0	8	86	5	7
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	0	0	50	228	0	0	0
	FUTURA AIRLINES	C	7	0	0	100	0	0	0	0	0	0	100	1	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	13	13	0	0	0	10	43	17	14
	THOMAS COOK AIRLINES LTD	C	21	1	0	95	5	0	0	0	0	2	86	7	14
<b>TOTAL MAHON</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>77</b>	<b>8</b>	<b>47</b>
MALAGA	BRITANNIA AIRWAYS	C	16	0	0	75	0	13	13	0	0	19	63	11	16
	EXCEL AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	15	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	75	9	8
	FUTURA AIRLINES	C	3	0	0	33	33	33	0	0	0	23	57	12	7
	IBERWORLD	C	10	0	0	80	0	0	20	0	0	33	25	27	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	0	25	25	0	84	57	41	14
	SPANAIR	C	2	0	0	0	0	100	0	0	0	46	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	6	19	0	0	0	10	83	54	18
<b>TOTAL MALAGA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>7</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>30</b>	<b>71</b>
PALMA DE MALLORCA	AIR EUROPA	C	7	0	0	100	0	0	0	0	0	4	100	5	7
	AIR HOLLAND	S	14	2	11	71	0	0	21	0	7	133	0	0	0
	BRITANNIA AIRWAYS	C	42	0	0	74	12	5	10	0	0	15	83	8	47
	EXCEL AIRWAYS LTD	C	7	0	0	71	0	0	29	0	0	41	100	3	8
	FIRST CHOICE AIRWAYS LTD	C	7	1	0	71	0	14	14	0	0	17	86	8	7
	FUTURA AIRLINES	C	8	0	0	75	25	0	0	0	0	7	43	28	21
	IBERWORLD	C	29	0	0	66	17	14	3	0	0	16	52	20	46
	MY TRAVEL AIRWAYS UK	C	13	0	0	46	0	15	8	15	15	119	66	23	32
	SPANAIR	C	24	0	0	46	33	13	8	0	0	31	8	64	12
	THOMAS COOK AIRLINES LTD	C	24	1	0	88	0	4	8	0	0	14	67	15	12
<b>TOTAL PALMA DE MALLORCA</b>			<b>175</b>	<b>4</b>	<b>11</b>	<b>69</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>35</b>	<b>64</b>	<b>19</b>	<b>205</b>
REUS	BRITANNIA AIRWAYS	C	7	0	0	86	0	0	0	0	14	63	29	23	7
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	67	12	9
	MY TRAVEL AIRWAYS UK	C	7	1	0	71	0	0	0	29	0	86	87	87	15
	THOMAS COOK AIRLINES LTD	C	14	0	0	100	0	0	0	0	0	1	92	2	13
<b>TOTAL REUS</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>30</b>	<b>75</b>	<b>36</b>	<b>44</b>
<b>TOTAL SPAIN</b>			<b>546</b>	<b>10</b>	<b>13</b>	<b>73</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>68</b>	<b>24</b>	<b>606</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	ASTRAEUS LTD	C	2	0	0	50	0	0	50	0	0	80	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	0	0	20	187	60	31	10
	EXCEL AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	15	100	5	4
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	12	100	2	9
	FUTURA AIRLINES	C	3	0	0	67	0	0	33	0	0	24	40	23	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	5	80	9	10
	THOMAS COOK AIRLINES LTD	C	19	1	0	95	5	0	0	0	0	4	58	13	12

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ARRECIFE</b>			<b>65</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>39</b>	<b>66</b>	<b>20</b>	<b>58</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	1	11	44	9
	IBERWORLD	C	10	0	0	90	10	0	0	0	0	3	80	6	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	19	100	1	6
	SPANAIR	C	2	0	0	50	0	50	0	0	0	25	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>60</b>	<b>29</b>
<b>LAS PALMAS</b>	AIR EUROPA	C	7	0	0	71	29	0	0	0	0	6	100	1	20
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	63	19	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	33	31	9
	IBERWORLD	C	7	0	0	57	14	29	0	0	0	18	63	22	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	22	100	0	9
	SPANAIR	C	8	0	0	75	0	25	0	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	14	2	0	86	7	7	0	0	0	8	100	0	2
<b>TOTAL LAS PALMAS</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>56</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	AIR HOLLAND	S	9	0	0	0	0	67	33	0	0	66	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	71	18	0	12	0	0	20	81	9	16
	EXCEL AIRWAYS LTD	C	13	0	0	69	8	15	0	8	0	33	79	9	14
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	5	88	4	8
	FUTURA AIRLINES	C	4	0	0	100	0	0	0	0	0	1	50	17	4
	IBERWORLD	C	4	0	0	75	0	25	0	0	0	10	67	10	6
	MY TRAVEL AIRWAYS UK	C	20	0	0	60	20	20	0	0	0	15	84	13	19
	SPANAIR	C	10	0	0	30	50	20	0	0	0	20	30	239	10
	THOMAS COOK AIRLINES LTD	C	28	0	0	89	7	4	0	0	0	6	71	41	28
	VOLAR AIRLINES	C	19	1	0	53	11	26	11	0	0	30	0	60	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>134</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>42</b>	<b>114</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>290</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>68</b>	<b>33</b>	<b>257</b>
<b>SWITZERLAND</b>															
<b>ZURICH</b>	BRITISH AIRWAYS CITIEXPRESS L	S	33	0	0	58	27	15	0	0	0	12	0	0	0
<b>TOTAL ZURICH</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	BMI BRITISH MIDLAND	C	7	0	0	86	14	0	0	0	0	6	0	0	0
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>55</b>	<b>13</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>55</b>	<b>13</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	KIBRIS TURKISH AIRLINES - KTHY	S	6	0	0	50	33	0	17	0	0	19	0	40	6
<b>TOTAL ANTALYA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>37</b>	<b>8</b>
<b>BODRUM (MILAS)</b>	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	71	8	7
<b>TOTAL BODRUM (MILAS)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>13</b>
<b>DALAMAN</b>	BRITANNIA AIRWAYS	C	7	0	0	71	0	0	29	0	0	36	57	14	7
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	86	14	7

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DALAMAN	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	18	71	14	7
	THOMAS COOK AIRLINES LTD	C	15	3	0	87	13	0	0	0	5	75	29	12	
<b>TOTAL DALAMAN</b>			<b>37</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>33</b>	<b>42</b>	
<b>TOTAL TURKEY</b>			<b>50</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>30</b>	<b>63</b>	
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	36	18	0	94	3	3	0	0	5	78	11	51	
<b>TOTAL BARRA</b>			<b>36</b>	<b>18</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>51</b>	
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	160	0	0	85	8	3	3	1	10	0	0	0	
<b>TOTAL BELFAST CITY</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>87</b>	<b>11</b>	<b>156</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	240	0	0	91	5	3	2	0	6	75	15	198	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>15</b>	<b>198</b>	
BENBECULA	BRITISH AIRWAYS CITIEXPRESS L	S	54	0	0	80	7	2	7	4	19	0	0	0	
<b>TOTAL BENBECULA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>19</b>	<b>81</b>	<b>9</b>	<b>53</b>	
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	232	0	0	77	11	7	5	0	12	0	0	0	
	FLYBE.BRITISH EUROPEAN	S	307	0	5	62	18	11	8	1	22	47	28	298	
<b>TOTAL BIRMINGHAM</b>			<b>539</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>25</b>	<b>480</b>	
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	190	0	0	77	15	5	3	0	9	76	14	151	
	EASYJET AIRLINE COMPANY LTD	S	162	0	0	63	19	9	9	0	21	0	0	0	
<b>TOTAL BRISTOL</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>18</b>	<b>312</b>	
CAMPBELTOWN	LOGANAIR	S	84	0	0	82	7	5	6	0	11	82	12	68	
<b>TOTAL CAMPBELTOWN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>12</b>	<b>68</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR	S	54	8	0	61	26	7	6	0	17	69	17	61	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>54</b>	<b>8</b>	<b>0</b>	<b>61</b>	<b>26</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>17</b>	<b>61</b>	
GATWICK	BRITISH AIRWAYS PLC	S	340	0	0	87	9	3	1	0	6	68	14	336	
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	1	100	0	1	
<b>TOTAL GATWICK</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>14</b>	<b>337</b>	
HEATHROW	BMI BRITISH MIDLAND	S	468	0	4	66	19	12	3	0	14	74	13	469	
	BRITISH AIRWAYS PLC	S	680	0	0	74	16	6	3	0	12	68	15	668	
<b>TOTAL HEATHROW</b>			<b>1148</b>	<b>1</b>	<b>4</b>	<b>71</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>1137</b>	
INVERNESS	LOGANAIR	S	63	1	0	44	32	19	3	2	23	73	16	94	
<b>TOTAL INVERNESS</b>			<b>63</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>32</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>23</b>	<b>73</b>	<b>16</b>	<b>94</b>	
ISLAY	LOGANAIR	S	97	0	0	60	21	11	6	2	21	72	23	93	
<b>TOTAL ISLAY</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>21</b>	<b>72</b>	<b>23</b>	<b>93</b>	
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	76	11	3	10	0	16	69	13	78	
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>13</b>	<b>78</b>	
JERSEY	BMI BRITISH MIDLAND	S	13	0	0	69	23	8	0	0	11	57	13	7	
<b>TOTAL JERSEY</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>13</b>	<b>7</b>	
LEEDS BRADFORD	BMI REGIONAL	S	143	0	0	89	6	1	4	0	10	85	7	149	
<b>TOTAL LEEDS BRADFORD</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>149</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
LONDON CITY	BRITISH AIRWAYS CITIEXPRESS L	S	113	0	0	79	12	6	3	0	0	10	0	0	0
<b>TOTAL LONDON CITY</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	344	0	0	84	8	6	2	0	0	7	66	16	382
<b>TOTAL LUTON</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>16</b>	<b>382</b>
MANCHESTER	BMI REGIONAL	S	240	0	0	90	7	2	1	1	0	7	92	4	245
	BRITISH AIRWAYS CITIEXPRESS L	S	253	0	0	85	7	6	3	0	0	10	61	18	128
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MANCHESTER</b>			<b>496</b>	<b>3</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>10</b>	<b>463</b>
NOTTINGHAM EAST MIDLANDS INT'L	BMI BRITISH MIDLAND	S	115	1	1	66	18	8	7	1	0	20	79	11	160
	EASYJET AIRLINE COMPANY LTD	S	110	0	0	75	19	3	1	2	0	13	0	0	0
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>225</b>	<b>2</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>12</b>	<b>268</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	3	0	0	100	0	0	0	0	0	1	78	11	27
<b>TOTAL PLYMOUTH</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>27</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	206	0	0	74	16	9	1	0	0	11	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>206</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>14</b>	<b>205</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	286	0	0	89	4	5	2	0	0	6	0	0	0
<b>TOTAL STANSTED</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>277</b>
STORNOWAY	BRITISH AIRWAYS CITIEXPRESS L	S	100	0	0	74	8	12	4	2	0	17	0	0	0
<b>TOTAL STORNOWAY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>18</b>	<b>100</b>
SUMBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	54	0	0	80	9	7	4	0	0	11	0	0	0
	LOGANAIR	S	61	0	0	57	23	10	2	8	0	28	65	15	60
<b>TOTAL SUMBURGH</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>12</b>	<b>112</b>
TIREE	LOGANAIR	S	54	0	0	65	7	15	11	2	0	25	85	13	52
<b>TOTAL TIREE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>7</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>85</b>	<b>13</b>	<b>52</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5333</b>	<b>37</b>	<b>15</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>5180</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	61	1	0	90	5	3	0	2	0	10	93	23	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>23</b>	<b>60</b>
SANFORD	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	80	15	5
	MY TRAVEL AIRWAYS UK	C	17	1	0	100	0	0	0	0	0	6	75	58	24
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL SANFORD</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>42</b>	<b>37</b>
<b>TOTAL USA</b>			<b>93</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>25</b>	<b>159</b>
<b>TOTAL GLASGOW</b>			<b>7769</b>	<b>77</b>	<b>35</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>17</b>	<b>7838</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	26	0	0	4	4	54	38	0	0	61	12	47	26
TOTAL ALGIERS			26	0	0	4	4	54	38	0	0	61	12	47	26
TOTAL ALGERIA			26	0	0	4	4	54	38	0	0	61	12	47	26
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	9	0	0	67	11	11	11	0	0	21	0	0	0
TOTAL LUANDA			9	0	0	67	11	11	11	0	0	21	0	0	0
TOTAL ANGOLA			9	0	0	67	11	11	11	0	0	21	0	0	0
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BWIA	S	12	0	0	25	8	17	25	25	0	90	0	0	0
TOTAL ANTIGUA			12	0	0	25	8	17	25	25	0	90	0	0	0
TOTAL ANTIGUA AND BARBUDA			12	0	0	25	8	17	25	25	0	90	0	0	0
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	26	0	0	96	4	0	0	0	0	3	65	14	26
TOTAL BUENOS AIRES			26	0	0	96	4	0	0	0	0	3	65	14	26
TOTAL ARGENTINA			26	0	0	96	4	0	0	0	0	3	65	14	26
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	8	0	0	0	63	38	0	0	0	28	52	32	23
TOTAL YEREVAN			8	0	0	0	63	38	0	0	0	28	52	32	23
TOTAL ARMENIA			8	0	0	0	63	38	0	0	0	28	52	32	23
<b>AUSTRALIA</b>															
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	48	23	23	6	0	0	25	59	23	44
	QANTAS	S	44	1	2	43	34	20	2	0	0	19	60	29	43
TOTAL MELBOURNE			106	1	2	46	27	22	5	0	0	22	60	26	87
SYDNEY	BRITISH AIRWAYS PLC	S	124	0	0	62	26	6	5	1	0	17	65	25	124
	QANTAS	S	72	1	2	39	31	26	4	0	0	24	27	55	115
TOTAL SYDNEY			196	1	2	54	28	14	5	1	0	20	46	39	239
TOTAL AUSTRALIA			302	2	4	51	27	17	5	0	0	21	50	35	326
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	292	0	2	58	21	14	5	1	0	22	59	20	236
	BRITISH AIRWAYS PLC	S	248	0	0	64	23	12	2	0	0	13	70	14	244
TOTAL VIENNA			540	0	2	61	22	13	4	0	0	18	65	17	480
TOTAL AUSTRIA			540	0	2	61	22	13	4	0	0	18	65	17	480
<b>AZERBAIJAN</b>															
BAKU	BRITISH MEDITERRANEAN AIRWA	S	24	0	0	67	17	17	0	0	0	13	58	29	12
TOTAL BAKU			24	0	0	67	17	17	0	0	0	13	58	29	12
TOTAL AZERBAIJAN			24	0	0	67	17	17	0	0	0	13	58	29	12

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>BAHRAIN</b>																
BAHRAIN	GULF AIR	S	97	0	0	56	30	11	3	0	0	17	74	25	117	
TOTAL BAHRAIN			97	0	0	56	30	11	3	0	0	17	74	25	117	
TOTAL BAHRAIN			97	0	0	56	30	11	3	0	0	17	74	25	117	
<b>BANGLADESH</b>																
DACCA	BIMAN BANGLADESH AIRLINES	S	32	0	2	22	34	22	19	3	0	52	44	59	62	
	BRITISH AIRWAYS PLC	S	27	0	0	67	22	7	4	0	0	13	79	8	24	
TOTAL DACCA			59	0	2	42	29	15	12	2	0	34	53	45	86	
TOTAL BANGLADESH			59	0	2	42	29	15	12	2	0	34	53	45	86	
<b>BARBADOS</b>																
BRIDGETOWN	BWIA	S	10	0	0	60	0	10	10	20	0	71	0	0	0	
TOTAL BRIDGETOWN			10	0	0	60	0	10	10	20	0	71	0	0	0	
TOTAL BARBADOS			10	0	0	60	0	10	10	20	0	71	0	0	0	
<b>BELGIUM</b>																
BRUSSELS	BMI BRITISH MIDLAND	S	372	0	0	63	15	19	3	0	0	16	73	11	361	
	BRITISH AIRWAYS PLC	S	472	0	0	80	14	6	1	0	0	8	75	12	420	
	SN BRUSSELS AIRLINES	S	8	0	0	75	25	0	0	0	0	9	82	9	343	
TOTAL BRUSSELS			852	0	0	73	14	11	2	0	0	11	76	11	1286	
TOTAL BELGIUM			852	0	0	73	14	11	2	0	0	11	76	11	1286	
<b>BRAZIL</b>																
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	36	0	0	83	11	6	0	0	0	8	74	14	62	
	VARIG	S	60	0	0	47	22	20	10	0	2	33	47	19	62	
TOTAL RIO DE JANEIRO (GALEAO)			96	0	0	60	18	15	6	0	1	23	60	16	124	
SAO PAULO (GUARULHOS)	VARIG	S	2	0	0	100	0	0	0	0	0	2	0	0	0	
TOTAL SAO PAULO (GUARULHOS)			2	0	0	100	0	0	0	0	0	2	0	0	0	
TOTAL BRAZIL			98	0	0	61	17	14	6	0	1	23	60	16	124	
<b>BRUNEI</b>																
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	55	18	19	8	0	0	21	56	19	62	
TOTAL BANDAR SERI BEGAWAN			62	0	0	55	18	19	8	0	0	21	56	19	62	
TOTAL BRUNEI			62	0	0	55	18	19	8	0	0	21	56	19	62	
<b>BULGARIA</b>																
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	85	8	5	2	0	0	7	60	29	10	
TOTAL SOFIA			62	0	0	85	8	5	2	0	0	7	60	29	10	
TOTAL BULGARIA			62	0	0	85	8	5	2	0	0	7	60	29	10	
<b>CANADA</b>																
CALGARY	AIR CANADA	S	100	0	0	75	19	4	2	0	0	10	44	23	86	
TOTAL CALGARY			100	0	0	75	19	4	2	0	0	10	44	23	86	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
HALIFAX INT	AIR CANADA	S	28	0	0	71	18	7	4	0	0	13	73	11	62
<b>TOTAL HALIFAX INT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>11</b>	<b>62</b>
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	69	18	10	3	0	0	13	76	8	62
	BRITISH AIRWAYS PLC	S	62	0	0	82	13	5	0	0	0	8	80	10	59
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>121</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	69	23	5	3	0	0	13	73	13	55
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>55</b>
ST JOHNS	AIR CANADA	S	28	0	0	71	14	14	0	0	0	13	0	0	0
<b>TOTAL ST JOHNS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR CANADA	S	250	0	0	65	18	12	2	2	0	18	70	16	274
	BRITISH AIRWAYS PLC	S	124	0	0	61	19	12	7	0	0	18	69	12	120
<b>TOTAL TORONTO</b>			<b>375</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>15</b>	<b>394</b>
VANCOUVER	AIR CANADA	S	138	0	0	77	12	7	4	0	0	13	61	17	77
	BRITISH AIRWAYS PLC	S	62	0	0	79	11	8	2	0	0	11	64	15	59
<b>TOTAL VANCOUVER</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>16</b>	<b>136</b>
<b>TOTAL CANADA</b>			<b>917</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>15</b>	<b>854</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	0	0	83	14	3	0	0	0	6	83	9	36
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>36</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>36</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	50	0	0	58	26	12	4	0	0	17	48	33	54
	BRITISH AIRWAYS PLC	S	26	0	0	85	12	0	4	0	0	9	67	20	33
<b>TOTAL BEIJING</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>28</b>	<b>87</b>
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	43	34	14	3	6	0	34	47	26	34
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>34</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>47</b>	<b>26</b>	<b>34</b>
<b>TOTAL CHINA</b>			<b>111</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>28</b>	<b>121</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	27	0	0	81	15	0	4	0	0	11	0	0	0
<b>TOTAL BOGOTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL COLOMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
RIJEKA	CROATIA AIRLINES	S	4	0	0	0	50	25	25	0	0	58	0	0	0
<b>TOTAL RIJEKA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
SPLIT	CROATIA AIRLINES	S	10	0	0	50	30	20	0	0	0	20	25	34	8
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>25</b>	<b>34</b>	<b>8</b>
ZAGREB	CROATIA AIRLINES	S	58	0	0	43	21	21	14	2	0	33	60	17	67
<b>TOTAL ZAGREB</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>21</b>	<b>21</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>58</b>	<b>19</b>	<b>95</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

		Reporting Airport: HEATHROW (Full Analysis)											OCT 2002		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL CROATIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>21</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>55</b>	<b>20</b>	<b>103</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	93	0	0	54	24	18	4	0	0	19	35	43	78
	CYPRUS AIRWAYS	S	133	0	0	50	28	20	3	0	0	19	49	28	141
<b>TOTAL LARNACA</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>26</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>33</b>	<b>219</b>
PAPHOS	CYPRUS AIRWAYS	S	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PAPHOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CYPRUS</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>33</b>	<b>219</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	186	0	0	75	17	8	1	0	0	11	76	12	186
	CSA	S	136	0	0	66	20	10	4	1	0	16	55	22	132
<b>TOTAL PRAGUE</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>16</b>	<b>318</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>16</b>	<b>318</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	358	0	0	81	13	4	2	0	0	9	71	14	298
	SAS	S	417	0	0	85	10	4	1	0	0	7	66	17	426
	VARIG	S	28	0	0	43	14	25	18	0	0	34	27	33	26
<b>TOTAL COPENHAGEN</b>			<b>803</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>17</b>	<b>750</b>
<b>TOTAL DENMARK</b>			<b>803</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>17</b>	<b>750</b>
<b>EGYPT</b>															
ALEXANDRIA (BORG EL ARAB)	BRITISH MEDITERRANEAN AIRWA	S	11	0	0	100	0	0	0	0	0	1	57	12	7
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>12</b>	<b>7</b>
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	73	11	13	3	0	0	14	83	8	60
	EGYPT AIR	S	62	0	0	26	34	37	3	0	0	27	44	21	62
<b>TOTAL CAIRO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>23</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>15</b>	<b>122</b>
LUXOR	EGYPT AIR	S	8	0	0	0	13	88	0	0	0	43	38	30	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>38</b>	<b>30</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	8	0	0	75	0	0	25	0	0	21	75	9	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>15</b>	<b>145</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BRITISH MEDITERRANEAN AIRWA	S	25	0	0	60	20	8	12	0	0	20	16	60	19
	ETHIOPIAN AIRLINES	S	35	1	1	40	23	20	17	0	0	31	25	40	32
<b>TOTAL ADDIS ABABA</b>			<b>60</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>22</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>48</b>	<b>51</b>
<b>TOTAL ETHIOPIA</b>			<b>60</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>22</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>48</b>	<b>51</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS PLC	S	34	0	0	68	21	6	6	0	0	14	0	0	0
	JATAIRWAYS	S	60	0	0	57	30	13	0	0	0	16	46	27	52

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

		Reporting Airport: HEATHROW (Full Analysis)											OCT 2002		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BELGRADE			94	0	0	61	27	11	2	0	0	15	46	27	52
TOTAL FED REP YUGO SERBIA M'ENEGRO			94	0	0	61	27	11	2	0	0	15	46	27	52
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	152	0	0	89	7	3	1	0	1	8	77	13	124
	FINNAIR	S	236	2	0	83	13	3	1	0	0	7	76	11	224
TOTAL HELSINKI			388	2	0	86	11	3	1	0	0	7	77	12	348
TOTAL FINLAND			388	2	0	86	11	3	1	0	0	7	77	12	348
FRANCE															
AJACCIO	BMI BRITISH MIDLAND	C	4	0	0	75	25	0	0	0	0	9	67	10	3
TOTAL AJACCIO			4	0	0	75	25	0	0	0	0	9	67	10	3
LYON	BRITISH AIRWAYS PLC	S	186	0	0	70	24	4	1	0	0	11	65	17	184
	FLYBE.BRITISH EUROPEAN	S	162	2	0	88	9	2	0	0	0	4	87	5	164
TOTAL LYON			348	2	0	79	17	3	1	0	0	8	76	11	348
NICE	BMI BRITISH MIDLAND	S	121	1	1	78	11	6	6	0	0	15	78	14	124
	BRITISH AIRWAYS PLC	S	255	0	1	70	18	8	4	0	0	13	76	11	254
TOTAL NICE			376	2	2	73	16	7	5	0	0	14	77	12	378
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	794	0	0	63	19	14	5	0	0	17	56	21	808
	BMI BRITISH MIDLAND	S	338	0	2	51	23	21	5	0	0	20	67	17	346
	BRITISH AIRWAYS PLC	S	650	0	0	70	17	9	3	0	0	13	72	16	681
	SUDAN AIRWAYS	S	2	1	1	0	0	50	50	0	0	61	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			1784	1	3	63	19	13	4	0	0	16	64	19	1835
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	184	0	0	64	24	10	3	0	0	13	80	9	178
TOTAL TOULOUSE (BLAGNAC)			184	0	0	64	24	10	3	0	0	13	80	9	179
TOTAL FRANCE			2696	5	5	67	19	11	4	0	0	15	68	16	2744
GERMANY															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	310	0	0	80	13	6	1	0	0	9	74	13	359
TOTAL BERLIN (TEGEL)			310	0	0	80	13	6	1	0	0	9	74	13	359
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	186	0	0	69	22	5	4	0	0	12	64	18	233
	LUFTHANSA CITY LINE	S	174	0	0	62	19	12	7	0	0	20	0	0	0
TOTAL COLOGNE (BONN)			360	0	0	66	21	8	5	0	0	16	59	19	408
DUSSELDORF	BRITISH AIRWAYS PLC	S	314	0	0	82	11	7	1	0	0	9	70	15	300
	LUFTHANSA	S	208	0	0	73	17	7	3	0	0	12	79	10	248
	LUFTHANSA CITY LINE	S	40	0	0	70	15	8	3	5	0	21	0	0	0
TOTAL DUSSELDORF			562	0	0	78	14	7	2	0	0	11	74	13	548
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	476	0	0	78	14	7	1	0	0	11	65	18	578
	LUFTHANSA	S	620	0	0	69	21	9	1	0	0	13	63	15	610
TOTAL FRANKFURT MAIN			1096	1	0	72	18	8	1	0	0	12	64	17	1188
HAMBURG	BRITISH AIRWAYS PLC	S	248	0	0	78	15	6	2	0	0	10	69	19	248
	LUFTHANSA	S	186	0	0	85	6	7	2	0	0	8	85	8	193
TOTAL HAMBURG			434	0	0	81	11	6	2	0	0	9	76	14	441

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
HANOVER	BMI BRITISH MIDLAND	S	167	0	1	60	14	14	10	0	1	25	76	15	181
<b>TOTAL HANOVER</b>			<b>168</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>15</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>76</b>	<b>15</b>	<b>181</b>
MUNICH	BRITISH AIRWAYS PLC	S	302	0	0	79	14	6	1	0	0	10	74	13	346
	LUFTHANSA	S	372	0	0	76	14	8	2	0	0	11	75	13	363
<b>TOTAL MUNICH</b>			<b>674</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>13</b>	<b>709</b>
STUTTGART	BRITISH AIRWAYS PLC	S	186	0	0	80	12	6	2	0	0	9	63	17	184
	LUFTHANSA CITY LINE	S	184	0	0	74	14	8	4	0	0	13	47	34	30
<b>TOTAL STUTTGART</b>			<b>370</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>18</b>	<b>352</b>
<b>TOTAL GERMANY</b>			<b>3974</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>15</b>	<b>4186</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	61	24	15	0	0	0	15	62	15	60
	GHANA AIRWAYS	S	17	1	2	6	6	29	41	6	12	191	17	44	24
<b>TOTAL ACCRA</b>			<b>79</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>20</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>53</b>	<b>49</b>	<b>23</b>	<b>84</b>
<b>TOTAL GHANA</b>			<b>79</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>20</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>53</b>	<b>49</b>	<b>23</b>	<b>84</b>
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	186	0	0	83	9	3	4	1	0	11	69	15	134
	HELLAS JET	S	60	0	0	75	20	5	0	0	0	10	0	0	0
	OLYMPIC AIRWAYS	S	164	0	0	58	23	17	2	0	0	17	53	20	180
<b>TOTAL ATHENS</b>			<b>410</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>18</b>	<b>314</b>
HERAKLION	QANTAS	C	2	0	0	0	0	50	50	0	0	57	0	0	0
<b>TOTAL HERAKLION</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>
VOLOS	BMI BRITISH MIDLAND	C	4	0	0	75	25	0	0	0	0	12	25	57	4
<b>TOTAL VOLOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>25</b>	<b>57</b>	<b>4</b>
<b>TOTAL GREECE</b>			<b>416</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>19</b>	<b>322</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	124	0	0	71	13	15	2	0	0	13	69	17	124
	CATHAY PACIFIC AIRWAYS	S	186	0	0	63	22	12	2	1	0	17	56	18	160
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	68	19	6	6	0	0	17	76	15	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>17</b>	<b>346</b>
<b>TOTAL HONG KONG</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>17</b>	<b>346</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	124	0	0	53	32	14	1	0	0	16	65	17	124
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	73	14	9	4	0	0	13	65	18	122
<b>TOTAL BUDAPEST</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>17</b>	<b>246</b>
<b>TOTAL HUNGARY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>17</b>	<b>246</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	109	0	2	66	21	11	1	0	1	16	63	18	98
<b>TOTAL KEFLAVIK</b>			<b>109</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>21</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>63</b>	<b>18</b>	<b>98</b>
<b>TOTAL ICELAND</b>			<b>109</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>21</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>63</b>	<b>18</b>	<b>98</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	50	17	17	17	0	0	30	53	28	17
<b>TOTAL CALCUTTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>53</b>	<b>28</b>	<b>17</b>
DELHI	AIR INDIA	S	33	0	0	24	24	27	24	0	0	39	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	61	16	18	5	0	0	18	66	15	59
	VIRGIN ATLANTIC AIRWAYS LTD	S	21	0	2	48	19	29	5	0	0	21	28	40	18
<b>TOTAL DELHI</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>19</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>21</b>	<b>77</b>
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	17	0	0	59	29	0	12	0	0	16	50	148	18
<b>TOTAL MADRAS/CHENNAI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>148</b>	<b>18</b>
MUMBAI	AIR INDIA	S	55	0	0	45	33	9	9	4	0	34	32	37	96
	BRITISH AIRWAYS PLC	S	62	0	0	68	15	16	2	0	0	13	58	44	60
<b>TOTAL MUMBAI</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>42</b>	<b>40</b>	<b>156</b>
<b>TOTAL INDIA</b>			<b>268</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>41</b>	<b>268</b>
<b>IRAN</b>															
TEHRAN	BRITISH AIRWAYS PLC	S	7	0	0	86	0	14	0	0	0	9	0	0	0
	BRITISH MEDITERRANEAN AIRWA	S	37	0	0	70	16	5	8	0	0	21	46	31	35
	IRAN AIR	S	26	0	0	27	27	31	8	4	4	53	36	34	28
<b>TOTAL TEHRAN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>41</b>	<b>32</b>	<b>63</b>
<b>TOTAL IRAN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>41</b>	<b>32</b>	<b>63</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	230	0	0	59	15	15	11	0	0	24	68	26	272
<b>TOTAL CORK</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>26</b>	<b>272</b>
DUBLIN	AER LINGUS	S	788	0	7	61	19	11	7	1	1	22	59	20	839
	BMI BRITISH MIDLAND	S	450	0	0	63	17	15	5	0	0	17	67	17	530
<b>TOTAL DUBLIN</b>			<b>1238</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>19</b>	<b>1369</b>
SHANNON	AER LINGUS	S	225	1	1	64	20	10	4	2	1	25	65	20	231
<b>TOTAL SHANNON</b>			<b>225</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>65</b>	<b>20</b>	<b>231</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1693</b>	<b>1</b>	<b>8</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>20</b>	<b>1872</b>
<b>ISRAEL</b>															
OVDA	EL AL	S	2	0	2	50	0	50	0	0	0	27	43	16	7
<b>TOTAL OVDA</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>43</b>	<b>16</b>	<b>7</b>
TEL AVIV	BRITISH AIRWAYS PLC	S	118	0	0	74	16	8	3	0	0	11	65	20	124
	EL AL	S	93	0	2	54	22	18	6	0	0	20	50	20	105
<b>TOTAL TEL AVIV</b>			<b>211</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>20</b>	<b>229</b>
<b>TOTAL ISRAEL</b>			<b>213</b>	<b>1</b>	<b>4</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>20</b>	<b>236</b>
<b>ITALY</b>															
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	25	25	13	38	0	0	38	38	30	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>30</b>	<b>8</b>
MILAN (LINATE)	ALITALIA	S	177	0	0	64	16	12	7	0	0	18	50	22	178

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MILAN (LINATE)	BMI BRITISH MIDLAND	S	178	1	0	66	16	12	6	0	0	16	70	17	176
	BRITISH AIRWAYS PLC	S	186	0	0	72	18	11	0	0	0	11	58	18	182
<b>TOTAL MILAN (LINATE)</b>			<b>541</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>19</b>	<b>536</b>
MILAN (MALPENSA)	ALITALIA	S	307	0	0	43	27	22	7	0	0	25	41	28	304
	BRITISH AIRWAYS PLC	S	186	0	0	75	13	9	2	0	0	12	58	23	182
<b>TOTAL MILAN (MALPENSA)</b>			<b>494</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>48</b>	<b>27</b>	<b>486</b>
NAPLES	BMI BRITISH MIDLAND	C	7	0	0	14	57	29	0	0	0	28	25	25	8
<b>TOTAL NAPLES</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>25</b>	<b>8</b>
PALERMO	BMI BRITISH MIDLAND	C	8	0	0	63	38	0	0	0	0	15	38	36	8
<b>TOTAL PALERMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>36</b>	<b>8</b>
ROME (FIUMICINO)	ALITALIA	S	316	0	0	38	24	29	9	0	0	27	36	33	308
	BRITISH AIRWAYS PLC	S	304	0	0	56	25	13	6	0	0	20	68	17	304
<b>TOTAL ROME (FIUMICINO)</b>			<b>620</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>52</b>	<b>25</b>	<b>612</b>
VENICE	BMI BRITISH MIDLAND	S	62	0	0	40	27	21	11	0	0	25	0	0	0
<b>TOTAL VENICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>27</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>1740</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>24</b>	<b>1658</b>
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	47	2	2	60	23	15	2	0	0	15	42	30	53
<b>TOTAL KINGSTON</b>			<b>47</b>	<b>2</b>	<b>2</b>	<b>60</b>	<b>23</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>30</b>	<b>53</b>
MONTEGO BAY	AIR JAMAICA	S	25	1	2	68	20	12	0	0	0	11	53	25	17
<b>TOTAL MONTEGO BAY</b>			<b>25</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>25</b>	<b>17</b>
<b>TOTAL JAMAICA</b>			<b>72</b>	<b>3</b>	<b>4</b>	<b>63</b>	<b>22</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>28</b>	<b>70</b>
<b>JAPAN</b>															
OSAKA (KANSAI)	JAPAN AIRLINES	S	61	0	1	72	21	3	2	2	0	15	74	11	62
<b>TOTAL OSAKA (KANSAI)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>11</b>	<b>62</b>
TOKYO (NARITA)	AEROFLOT	S	5	0	0	40	20	40	0	0	0	27	38	26	16
	ALL NIPPON AIRWAYS	S	61	1	1	75	18	3	2	0	2	34	89	6	62
	BRITISH AIRWAYS PLC	S	124	0	0	77	14	6	3	0	0	12	64	19	120
	JAPAN AIRLINES	S	114	2	2	71	21	4	4	0	0	13	65	16	105
	VIRGIN ATLANTIC AIRWAYS LTD	S	47	15	15	47	23	19	6	4	0	31	60	36	52
<b>TOTAL TOKYO (NARITA)</b>			<b>351</b>	<b>18</b>	<b>18</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>18</b>	<b>355</b>
<b>TOTAL JAPAN</b>			<b>412</b>	<b>18</b>	<b>19</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>17</b>	<b>417</b>
<b>JORDAN</b>															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	30	0	0	77	10	0	13	0	0	17	70	23	37
	ROYAL JORDANIAN	S	62	0	0	53	19	11	15	2	0	31	73	16	62
<b>TOTAL AMMAN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>8</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>19</b>	<b>99</b>
<b>TOTAL JORDAN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>8</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>19</b>	<b>99</b>
<b>KAZAKHSTAN</b>															
ALMA ATA	BRITISH MEDITERRANEAN AIRWA	S	21	0	0	76	10	10	5	0	0	17	40	55	25

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

		Reporting Airport: HEATHROW (Full Analysis)											OCT 2002		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL ALMA ATA			21	0	0	76	10	10	5	0	0	17	40	55	25
TOTAL KAZAKHSTAN			21	0	0	76	10	10	5	0	0	17	40	55	25
KENYA															
NAIROBI	BRITISH AIRWAYS PLC	S	36	0	0	86	6	0	8	0	0	11	89	9	37
	KENYA AIRWAYS	S	86	0	0	80	15	5	0	0	0	9	74	11	84
TOTAL NAIROBI			122	0	0	82	12	3	2	0	0	10	79	10	121
TOTAL KENYA			122	0	0	82	12	3	2	0	0	10	79	10	121
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	95	3	0	2	0	0	4	90	9	59
	KUWAIT AIRWAYS	S	62	0	0	48	16	21	11	3	0	34	58	19	62
TOTAL KUWAIT			124	0	0	72	10	10	6	2	0	19	74	14	121
TOTAL KUWAIT			124	0	0	72	10	10	6	2	0	19	74	14	121
KYRGYZSTAN															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	65	18	12	6	0	0	18	44	65	25
TOTAL BISHKEK (FRUNZE)			17	0	0	65	18	12	6	0	0	18	44	65	25
TOTAL KYRGYZSTAN			17	0	0	65	18	12	6	0	0	18	44	65	25
LATVIA															
RIGA	BRITISH AIRWAYS PLC	S	44	0	0	77	16	5	2	0	0	11	51	23	43
TOTAL RIGA			44	0	0	77	16	5	2	0	0	11	51	23	43
TOTAL LATVIA			44	0	0	77	16	5	2	0	0	11	51	23	43
LEBANON															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	34	1	0	68	21	6	6	0	0	17	46	20	13
	MEA	S	44	0	0	50	32	14	5	0	0	19	50	19	46
TOTAL BEIRUT			78	1	0	58	27	10	5	0	0	18	49	19	59
TOTAL LEBANON			78	1	0	58	27	10	5	0	0	18	49	19	59
LIBYA															
TRIPOLI	BRITISH AIRWAYS PLC	S	26	0	0	73	19	8	0	0	0	12	50	23	4
	LIBYAN ARAB AIRLINES	S	12	0	0	25	0	0	42	33	0	131	44	32	18
TOTAL TRIPOLI			38	0	0	58	13	5	13	11	0	49	45	30	22
TOTAL LIBYA			38	0	0	58	13	5	13	11	0	49	43	39	30
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	124	0	0	57	29	14	0	0	0	15	77	11	122
TOTAL LUXEMBOURG			124	0	0	57	29	14	0	0	0	15	77	11	122
TOTAL LUXEMBOURG			124	0	0	57	29	14	0	0	0	15	77	11	122
MALAWI															
LILONGWE	BRITISH AIRWAYS PLC	S	8	0	0	63	0	25	13	0	0	25	75	26	8
TOTAL LILONGWE			8	0	0	63	0	25	13	0	0	25	75	26	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MALAWI			8	0	0	63	0	25	13	0	0	25	75	26	8
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	152	6	6	75	12	8	5	0	0	13	55	22	160
TOTAL KUALA LUMPUR (SEPANG)			152	6	6	75	12	8	5	0	0	13	55	22	160
TOTAL MALAYSIA			152	6	6	75	12	8	5	0	0	13	55	22	160
<b>MALTA</b>															
MALTA	AIR MALTA	S	124	0	0	56	21	19	4	0	0	19	63	24	124
TOTAL MALTA			124	0	0	56	21	19	4	0	0	19	63	24	124
TOTAL MALTA			124	0	0	56	21	19	4	0	0	19	63	24	124
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	34	0	1	26	32	26	3	3	9	142	25	35	32
	BRITISH AIRWAYS PLC	S	27	0	0	56	30	11	4	0	0	14	42	25	24
TOTAL MAURITIUS			61	0	1	39	31	20	3	2	5	85	32	31	56
TOTAL MAURITIUS			61	0	1	39	31	20	3	2	5	85	32	31	56
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	27	0	0	56	26	19	0	0	0	16	52	67	27
TOTAL MEXICO CITY			27	0	0	56	26	19	0	0	0	16	52	67	27
TOTAL MEXICO			27	0	0	56	26	19	0	0	0	16	52	67	27
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	9	0	0	78	22	0	0	0	0	8	86	8	14
	ROYAL AIR MAROC	S	50	0	1	72	18	8	2	0	0	13	61	33	59
TOTAL CASABLANCA MOHAMED V			59	0	1	73	19	7	2	0	0	12	66	29	73
MARRAKESH	GB AIRWAYS LTD	S	52	0	0	71	21	8	0	0	0	11	73	18	48
TOTAL MARRAKESH			52	0	0	71	21	8	0	0	0	11	75	17	51
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	11	0	0	45	18	9	18	9	0	43	0	0	0
TOTAL TANGIERS (IBN BATUTA)			11	0	0	45	18	9	18	9	0	43	0	0	0
TOTAL MOROCCO			122	0	1	70	20	7	2	1	0	15	69	24	124
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	EVA AIR	S	20	0	0	70	20	5	5	0	0	12	36	31	36
TOTAL TAIPEI			20	0	0	70	20	5	5	0	0	12	36	31	36
TOTAL NATIONALIST CHINA (TAIWAN)			20	0	0	70	20	5	5	0	0	12	36	31	36
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	468	0	0	57	25	15	3	0	0	17	73	16	471
	BRITISH AIRWAYS PLC	S	468	0	0	74	14	9	3	0	0	12	69	17	460
	KLM	S	542	0	0	76	15	7	2	0	0	11	67	15	534
TOTAL AMSTERDAM			1478	0	0	70	18	10	3	0	0	13	70	16	1515
EINDHOVEN	HOLLANDEXEL	S	92	0	0	62	20	18	0	0	0	14	62	16	92



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL EINDHOVEN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>16</b>	92
<b>ROTTERDAM</b>	KLM	S	180	2	24	81	12	6	1	0	0	8	72	14	210
	KLM CITYHOPPER	S	8	0	0	88	0	13	0	0	0	6	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>188</b>	<b>2</b>	<b>24</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	210
<b>TOTAL NETHERLANDS</b>			<b>1758</b>	<b>2</b>	<b>24</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>16</b>	1817
<b>NEW ZEALAND</b>															
<b>AUCKLAND INTERNATIONAL</b>	AIR NEW ZEALAND LTD	S	39	0	1	64	23	10	0	3	0	18	74	10	62
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>10</b>	62
<b>TOTAL NEW ZEALAND</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>10</b>	62
<b>NIGERIA</b>															
<b>ABUJA</b>	BRITISH AIRWAYS PLC	S	46	0	0	74	4	4	13	4	0	29	61	102	28
<b>TOTAL ABUJA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>102</b>	28
<b>LAGOS</b>	BRITISH AIRWAYS PLC	S	62	0	0	47	26	15	6	5	2	48	50	26	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	1	52	25	10	7	5	2	54	50	34	42
<b>TOTAL LAGOS</b>			<b>122</b>	<b>2</b>	<b>1</b>	<b>49</b>	<b>25</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>51</b>	<b>47</b>	<b>32</b>	120
<b>TOTAL NIGERIA</b>			<b>168</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>45</b>	<b>49</b>	<b>45</b>	148
<b>NORWAY</b>															
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	248	0	0	76	16	7	2	0	0	10	61	18	248
	SAS	S	298	0	3	82	12	4	1	1	0	9	74	15	300
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>546</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>16</b>	548
<b>STAVANGER</b>	SAS	S	108	0	0	79	14	6	2	0	0	10	85	10	54
<b>TOTAL STAVANGER</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	55
<b>TOTAL NORWAY</b>			<b>654</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>15</b>	603
<b>OMAN</b>															
<b>MUSCAT</b>	BRITISH AIRWAYS PLC	S	62	0	0	79	18	3	0	0	0	8	83	8	60
	GULF AIR	S	63	0	0	78	10	11	2	0	0	11	69	13	59
<b>TOTAL MUSCAT</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	119
<b>TOTAL OMAN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	119
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	PAKISTAN INTL AIRLINES	S	26	0	0	35	35	27	4	0	0	26	22	43	18
<b>TOTAL ISLAMABAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>43</b>	18
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	28	0	0	50	14	32	4	0	0	23	23	58	26
<b>TOTAL KARACHI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>58</b>	26
<b>LAHORE</b>	PAKISTAN INTL AIRLINES	S	26	0	0	35	35	23	8	0	0	29	6	54	18
<b>TOTAL LAHORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>6</b>	<b>54</b>	18
<b>TOTAL PAKISTAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>28</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>18</b>	<b>52</b>	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	186	0	0	76	13	10	2	0	0	10	68	16	186
	LOT-POLISH AIRLINES	S	186	0	0	61	25	13	1	0	0	14	66	17	184
<b>TOTAL WARSAW</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>17</b>	<b>370</b>
<b>TOTAL POLAND</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>17</b>	<b>370</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	56	0	0	73	23	4	0	0	0	8	68	14	62
	BMI BRITISH MIDLAND	C	3	0	0	33	33	0	33	0	0	45	0	22	3
<b>TOTAL FARO</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>14</b>	<b>73</b>
LISBON	AIR PORTUGAL	S	187	2	2	40	27	24	10	0	0	26	44	27	180
	BRITISH AIRWAYS PLC	S	248	0	0	75	17	6	1	0	0	10	65	17	246
<b>TOTAL LISBON</b>			<b>435</b>	<b>4</b>	<b>2</b>	<b>60</b>	<b>22</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>22</b>	<b>426</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	115	0	0	53	23	21	3	0	0	19	73	16	118
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>16</b>	<b>119</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>609</b>	<b>4</b>	<b>2</b>	<b>60</b>	<b>22</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>20</b>	<b>618</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	61	28	6	6	0	0	14	17	45	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>45</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>45</b>	<b>18</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	76	18	2	5	0	0	13	70	11	60
	QATAR AIRWAYS	S	114	0	0	70	19	7	2	0	2	22	72	12	98
<b>TOTAL DOHA</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>72</b>	<b>12</b>	<b>158</b>
<b>TOTAL QATAR</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>72</b>	<b>12</b>	<b>158</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	26	0	0	65	23	12	0	0	0	11	43	23	28
	KOREAN AIR	S	44	0	0	77	16	7	0	0	0	10	64	16	42
<b>TOTAL SEOUL (INCHEON)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>19</b>	<b>70</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>19</b>	<b>70</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	66	0	0	70	23	6	2	0	0	12	71	18	65
	SOUTH AFRICAN AIRWAYS	S	62	0	2	71	23	5	2	0	0	11	71	13	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	4	0	1	75	25	0	0	0	0	10	57	14	7
<b>TOTAL CAPE TOWN</b>			<b>132</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>16</b>	<b>134</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	68	20	6	6	0	0	15	68	14	122
	SOUTH AFRICAN AIRWAYS	S	124	0	0	70	20	6	3	0	0	13	59	26	116
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	55	26	18	2	0	0	17	53	52	62
<b>TOTAL JOHANNESBURG</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>27</b>	<b>300</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>442</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>22</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>23</b>	<b>434</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

		Reporting Airport: HEATHROW (Full Analysis)											OCT 2002			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
Actual (7)	Plan (8)															
<b>REPUBLIC OF YEMEN</b>																
SANAA	YEMENIA	S	18	0	0	72	11	17	0	0	0	13	72	18	18	
TOTAL SANAA			18	0	0	72	11	17	0	0	0	13	72	18	18	
TOTAL REPUBLIC OF YEMEN			18	0	0	72	11	17	0	0	0	13	72	18	18	
<b>RUMANIA</b>																
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	62	0	0	92	3	5	0	0	0	5	82	9	62	
	TAROM	S	60	0	0	70	17	10	0	3	0	19	65	15	62	
TOTAL BUCHAREST (OTOPENI)			122	0	0	81	10	7	0	2	0	12	73	12	124	
TOTAL RUMANIA			122	0	0	81	10	7	0	2	0	12	73	12	124	
<b>RUSSIA</b>																
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	123	0	1	72	14	10	4	0	0	14	0	0	0	
TOTAL MOSCOW (DOMODEDOVO)			123	0	1	72	14	10	4	0	0	14	23	37	22	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	145	0	0	66	19	12	1	3	0	21	43	20	124	
TOTAL MOSCOW (SHEREMETYEVO)			145	0	0	66	19	12	1	3	0	21	59	18	246	
ST PETERSBURG	AEROFLOT	S	8	0	0	50	25	25	0	0	0	18	63	15	8	
	BRITISH AIRWAYS PLC	S	44	0	0	80	5	11	5	0	0	11	100	4	6	
TOTAL ST PETERSBURG			52	0	0	75	8	13	4	0	0	12	79	10	14	
TOTAL RUSSIA			320	0	1	70	15	11	3	1	0	17	57	19	282	
<b>SAUDI ARABIA</b>																
JEDDAH	BRITISH AIRWAYS PLC	S	36	0	0	81	11	6	3	0	0	13	79	7	34	
	SAUDI ARABIAN AIRLINES	S	52	1	0	60	33	8	0	0	0	14	50	23	44	
TOTAL JEDDAH			88	2	0	68	24	7	1	0	0	14	63	16	78	
RIYADH	BRITISH AIRWAYS PLC	S	26	0	0	62	35	4	0	0	0	13	48	22	27	
	SAUDI ARABIAN AIRLINES	S	28	0	0	46	43	11	0	0	0	18	50	22	26	
TOTAL RIYADH			54	0	0	54	39	7	0	0	0	15	49	22	53	
TOTAL SAUDI ARABIA			142	2	0	63	30	7	1	0	0	14	57	19	131	
<b>SEYCHELLES</b>																
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	67	17	11	6	0	0	17	0	0	0	
	BRITISH AIRWAYS PLC	S	18	0	0	83	11	6	0	0	0	9	82	15	17	
TOTAL SEYCHELLES			36	0	0	75	14	8	3	0	0	13	82	15	17	
TOTAL SEYCHELLES			36	0	0	75	14	8	3	0	0	13	82	15	17	
<b>SINGAPORE</b>																
SINGAPORE	QANTAS	S	40	3	0	75	13	10	3	0	0	10	0	0	0	
	SINGAPORE AIRLINES	S	184	2	2	48	28	19	3	1	1	24	52	22	186	
TOTAL SINGAPORE			224	5	2	53	25	17	3	1	0	22	52	22	186	
TOTAL SINGAPORE			224	5	2	53	25	17	3	1	0	22	52	22	186	
<b>SPAIN</b>																
ALICANTE	BMI BRITISH MIDLAND	S	62	0	0	52	23	18	6	0	2	37	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>0</b>	0
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	262	0	0	62	16	15	7	0	0	19	63	26	261
	IBERIA	S	248	0	0	68	14	12	6	0	0	17	62	27	238
<b>TOTAL BARCELONA</b>			<b>510</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>27</b>	507
<b>BILBAO</b>	BRITISH AIRWAYS PLC	S	12	0	0	100	0	0	0	0	0	3	0	0	0
	IBERIA	S	62	0	0	89	6	3	2	0	0	6	77	14	62
<b>TOTAL BILBAO</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>14</b>	62
<b>MADRID</b>	BMI BRITISH MIDLAND	S	124	0	0	66	23	10	1	0	0	13	61	18	175
	BRITISH AIRWAYS PLC	S	307	0	0	67	18	11	4	0	0	16	67	18	308
	IBERIA	S	372	0	0	64	19	13	4	0	0	15	48	32	347
<b>TOTAL MADRID</b>			<b>803</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>24</b>	830
<b>MALAGA</b>	GB AIRWAYS LTD	S	123	1	0	73	18	7	2	0	0	13	71	14	121
	IBERIA	S	62	0	0	71	11	15	3	0	0	13	49	30	61
<b>TOTAL MALAGA</b>			<b>185</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>20</b>	182
<b>PALMA DE MALLORCA</b>	BMI BRITISH MIDLAND	S	70	0	0	53	20	21	6	0	0	21	69	16	70
<b>TOTAL PALMA DE MALLORCA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>16</b>	70
<b>SANTIAGO DE COMPOSTELA (SPAIN)</b>	IBERIA	S	62	0	0	87	6	3	3	0	0	7	76	16	62
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>16</b>	62
<b>SEVILLE</b>	IBERIA	S	62	0	0	87	6	5	2	0	0	8	53	18	62
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>18</b>	62
<b>VALENCIA</b>	IBERIA	S	62	0	0	87	6	6	0	0	0	7	73	21	62
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>21</b>	62
<b>TOTAL SPAIN</b>			<b>1890</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>23</b>	1837
<b>SRI LANKA</b>															
<b>COLOMBO</b>	SRILANKAN AIRLINES	S	80	1	1	65	18	13	5	0	0	16	65	27	72
<b>TOTAL COLOMBO</b>			<b>80</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>27</b>	72
<b>TOTAL SRI LANKA</b>			<b>80</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>27</b>	72
<b>ST LUCIA</b>															
<b>ST LUCIA (HEWANORRA)</b>	BWIA	S	2	0	0	50	50	0	0	0	0	20	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL ST LUCIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
<b>SUDAN</b>															
<b>KHARTOUM</b>	SUDAN AIRWAYS	S	5	0	2	20	0	40	20	0	20	121	31	179	16
<b>TOTAL KHARTOUM</b>			<b>5</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>121</b>	<b>31</b>	<b>179</b>	16
<b>TOTAL SUDAN</b>			<b>5</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>121</b>	<b>31</b>	<b>179</b>	16
<b>SWEDEN</b>															
<b>GOTEBORG</b>	SAS	S	123	0	0	77	11	7	4	0	0	11	81	9	123
<b>TOTAL GOTEBORG</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>9</b>	123

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	356	0	0	78	12	8	1	1	0	11	70	15	356
	SAS	S	354	0	2	78	13	8	1	0	0	10	74	13	415
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>710</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>771</b>
<b>TOTAL SWEDEN</b>			<b>833</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>894</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	186	0	0	89	8	4	0	0	0	5	84	8	186
<b>TOTAL BASLE MULHOUSE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>186</b>
GENEVA	BRITISH AIRWAYS PLC	S	358	0	0	77	15	7	1	0	0	9	73	13	354
	SWISS AIRLINES	S	240	0	2	88	8	3	1	0	0	6	88	6	247
<b>TOTAL GENEVA</b>			<b>598</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>601</b>
ZURICH	BRITISH AIRWAYS PLC	S	356	0	0	77	11	10	2	0	0	12	72	14	351
	SWISS AIRLINES	S	428	2	0	73	15	9	2	0	0	12	67	14	433
<b>TOTAL ZURICH</b>			<b>784</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>14</b>	<b>784</b>
<b>TOTAL SWITZERLAND</b>			<b>1568</b>	<b>3</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>1571</b>
<b>SYRIA</b>															
ALEPPO	BRITISH MEDITERRANEAN AIRWA	S	13	0	0	77	8	8	8	0	0	17	33	19	3
	SYRIANAIR	S	3	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ALEPPO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>19</b>	<b>3</b>
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	29	0	0	69	7	21	3	0	0	17	54	42	35
	SYRIANAIR	S	26	1	0	42	23	27	4	4	0	30	65	16	26
<b>TOTAL DAMASCUS</b>			<b>55</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>31</b>	<b>61</b>
<b>TOTAL SYRIA</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>31</b>	<b>64</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	73	12	8	4	4	0	22	48	18	27
<b>TOTAL DAR-ES-SALAAM</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>18</b>	<b>27</b>
<b>TOTAL TANZANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>18</b>	<b>27</b>
<b>THAILAND</b>															
BANGKOK	EVA AIR	S	16	0	0	94	6	0	0	0	0	7	0	0	0
	QANTAS	S	21	0	0	57	24	14	5	0	0	20	0	0	0
	THAI AIRWAYS INTERNATIONAL	S	100	0	0	70	22	8	0	0	0	12	51	18	88
<b>TOTAL BANGKOK</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>18</b>	<b>88</b>
<b>TOTAL THAILAND</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>18</b>	<b>88</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	36	0	0	53	8	19	11	8	0	45	28	56	60
<b>TOTAL PORT OF SPAIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>8</b>	<b>19</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>45</b>	<b>28</b>	<b>56</b>	<b>60</b>
TOBAGO	BWIA	S	2	0	0	50	0	0	0	50	0	132	0	0	0
<b>TOTAL TOBAGO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>132</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>8</b>	<b>18</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>56</b>	<b>60</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

		Reporting Airport: HEATHROW (Full Analysis)											OCT 2002			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
Actual (7)	Plan (8)															
<b>TUNISIA</b>																
TUNIS	TUNISAIR	S	34	0	0	59	15	24	3	0	0	20	38	26	34	
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>26</b>	<b>34</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>26</b>	<b>34</b>	
<b>TURKEY</b>																
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	0	13	25	63	0	0	76	13	64	8	
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>64</b>	<b>8</b>	
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	68	22	10	0	0	12	72	14	124		
	QANTAS	C	2	0	0	0	50	50	0	0	32	0	0	0		
	THY TURK HAVA YOLLARI TURKIS	S	186	0	0	56	13	22	8	2	26	56	22	183		
<b>TOTAL ISTANBUL</b>			<b>313</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>21</b>	<b>63</b>	<b>19</b>	<b>307</b>		
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	16	0	0	25	38	19	19	0	33	6	66	16		
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>59</b>	<b>18</b>		
<b>TOTAL TURKEY</b>			<b>337</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>23</b>	<b>59</b>	<b>22</b>	<b>333</b>		
<b>TURKMENISTAN</b>																
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	13	31	44	13	0	41	28	36	18		
<b>TOTAL ASHKHABAD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>31</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>41</b>	<b>28</b>	<b>36</b>	<b>18</b>		
<b>TOTAL TURKMENISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>31</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>41</b>	<b>28</b>	<b>36</b>	<b>18</b>		
<b>TURKS AND CAICOS ISLANDS</b>																
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	6	100	4	6		
<b>TOTAL PROVIDENCIALES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>4</b>	<b>6</b>		
<b>TOTAL TURKS AND CAICOS ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>4</b>	<b>6</b>		
<b>UGANDA</b>																
ENTEBBE	BRITISH AIRWAYS PLC	S	27	0	0	63	22	11	4	0	14	70	16	27		
<b>TOTAL ENTEBBE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>16</b>	<b>27</b>		
<b>TOTAL UGANDA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>16</b>	<b>27</b>		
<b>UKRAINE</b>																
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	44	0	0	86	7	7	0	0	8	38	27	42		
<b>TOTAL KIEV (BORISPOL)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>27</b>	<b>42</b>		
<b>TOTAL UKRAINE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>27</b>	<b>42</b>		
<b>UNITED ARAB EMIRATES</b>																
ABU DHABI INTERNATIONAL	GULF AIR	S	72	0	0	86	8	6	0	0	9	52	25	46		
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>25</b>	<b>46</b>		
DUBAI	BIMAN BANGLADESH AIRLINES	S	16	1	0	25	19	25	31	0	47	0	0	0		
	BRITISH AIRWAYS PLC	S	124	0	0	85	7	4	3	0	9	78	15	121		
	EMIRATES	S	186	0	0	49	26	22	3	0	20	54	21	186		
<b>TOTAL DUBAI</b>			<b>326</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>19</b>	<b>307</b>		

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ARAB EMIRATES			398	1	0	66	17	14	4	0	0	16	62	19	353
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	394	0	0	65	19	12	3	0	0	15	64	17	392
TOTAL ABERDEEN			394	0	0	65	19	12	3	0	0	15	64	17	392
BELFAST CITY	BMI BRITISH MIDLAND	S	480	0	0	76	15	8	1	0	0	10	73	12	427
TOTAL BELFAST CITY			480	0	0	76	15	8	1	0	0	10	73	12	427
BIRMINGHAM	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	10	0	0	0
TOTAL BIRMINGHAM			2	0	0	50	50	0	0	0	0	10	0	0	0
CARDIFF WALES	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	10	0	0	0
TOTAL CARDIFF WALES			2	0	0	100	0	0	0	0	0	10	0	0	0
EDINBURGH	BMI BRITISH MIDLAND	S	478	0	1	57	22	16	4	0	0	18	76	13	520
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	BRITISH AIRWAYS PLC	S	674	0	0	63	22	13	3	0	0	15	63	17	669
TOTAL EDINBURGH			1154	0	1	60	22	14	3	0	0	16	68	15	1189
GLASGOW	BMI BRITISH MIDLAND	S	468	0	2	68	17	12	3	0	0	13	77	12	466
	BRITISH AIRWAYS PLC	S	680	0	0	74	16	7	3	0	0	11	68	15	670
TOTAL GLASGOW			1148	1	2	72	17	9	3	0	0	12	72	14	1136
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	220	0	0	77	13	8	2	0	0	10	83	7	222
TOTAL LEEDS BRADFORD			220	0	0	77	13	8	2	0	0	10	83	7	222
MANCHESTER	BMI BRITISH MIDLAND	S	474	0	0	67	16	13	3	0	0	14	78	11	432
	BRITISH AIRWAYS PLC	S	618	0	1	71	16	9	4	0	0	13	68	15	612
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL MANCHESTER			1094	0	1	69	16	11	3	0	0	14	72	13	1045
NEWCASTLE	BRITISH AIRWAYS PLC	S	342	0	1	70	19	9	2	0	0	13	73	15	338
TOTAL NEWCASTLE			342	0	1	70	19	9	2	0	0	13	73	15	338
TEESSIDE	BMI BRITISH MIDLAND	S	169	0	1	79	12	8	1	0	0	10	82	9	176
TOTAL TEESSIDE			169	0	1	79	12	8	1	0	0	10	82	9	176
TOTAL UNITED KINGDOM			5006	2	6	69	18	11	3	0	0	13	72	13	5209
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	2	77	15	3	2	0	3	31	0	0	0
TOTAL BALTIMORE			62	0	2	77	15	3	2	0	3	31	0	0	0
BOSTON	AMERICAN AIRLINES	S	116	0	0	92	5	2	1	0	0	5	77	12	124
	BRITISH AIRWAYS PLC	S	186	0	0	84	9	5	2	0	0	8	86	8	182
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	69	16	10	5	0	0	14	71	19	62
TOTAL BOSTON			365	0	0	84	9	5	2	0	0	8	80	11	420
CHICAGO (O'HARE)	AIR INDIA	S	26	0	0	73	15	8	4	0	0	13	46	26	26
	AMERICAN AIRLINES	S	299	0	0	90	7	1	1	0	0	5	87	6	239
	BRITISH AIRWAYS PLC	S	124	2	0	85	10	3	1	0	0	6	80	14	120
	UNITED AIRLINES	S	207	0	0	90	7	1	1	0	0	7	76	12	184
TOTAL CHICAGO (O'HARE)			656	2	0	89	8	2	1	0	0	6	80	11	569

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	81	15	2	3	0	0	10	14	47	7
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>14</b>	<b>47</b>	<b>7</b>
DETROIT	BRITISH AIRWAYS PLC	S	62	0	0	84	13	2	2	0	0	7	83	8	60
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>60</b>
HOUSTON	BRITISH AIRWAYS PLC	S	60	0	0	95	0	3	2	0	0	4	74	11	61
<b>TOTAL HOUSTON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>61</b>
LOS ANGELES INTERNATIONAL	AIR NEW ZEALAND LTD	S	22	1	0	82	9	9	0	0	0	10	0	0	0
	AMERICAN AIRLINES	S	60	0	0	82	15	2	2	0	0	9	79	14	62
	BRITISH AIRWAYS PLC	S	124	0	0	60	28	8	4	0	0	15	76	10	120
	UNITED AIRLINES	S	62	0	0	87	6	5	0	0	2	11	79	14	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	113	0	0	71	12	15	2	0	0	12	76	14	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>381</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>13</b>	<b>368</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	64	0	0	78	16	2	5	0	0	11	83	7	71
	BRITISH AIRWAYS PLC	S	124	0	0	67	20	11	2	0	0	12	70	13	122
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	61	37	2	0	0	0	12	0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>11</b>	<b>193</b>
NEW YORK (JF KENNEDY)	AIR INDIA	S	62	0	0	50	18	16	13	2	2	39	40	36	62
	AMERICAN AIRLINES	S	319	0	0	86	10	3	1	0	0	6	86	7	367
	BRITISH AIRWAYS PLC	S	466	2	2	78	14	5	3	0	0	11	75	15	431
	KUWAIT AIRWAYS	S	27	0	0	63	4	19	11	4	0	34	89	6	27
	UNITED AIRLINES	S	114	0	0	86	7	4	3	0	0	8	89	8	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	186	0	0	74	16	4	5	1	0	15	57	23	131
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1175</b>	<b>3</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>1142</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	167	0	0	89	10	1	1	0	0	4	82	11	120
	UNITED AIRLINES	S	40	0	0	95	0	3	3	0	0	4	94	3	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	114	0	1	67	21	10	3	0	0	14	54	34	104
<b>TOTAL NEW YORK (NEWARK)</b>			<b>321</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>15</b>	<b>348</b>
ORLANDO	BRITISH AIRWAYS PLC	C	4	0	0	75	0	25	0	0	0	14	50	23	4
<b>TOTAL ORLANDO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>23</b>	<b>4</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	81	10	5	3	0	0	10	82	11	120
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>120</b>
PHOENIX	BRITISH AIRWAYS PLC	S	62	0	0	77	18	5	0	0	0	9	50	21	6
<b>TOTAL PHOENIX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>21</b>	<b>6</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	32	0	0	69	19	6	6	0	0	15	0	33	3
<b>TOTAL SAN DIEGO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>33</b>	<b>3</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	122	0	2	71	21	3	4	0	0	12	71	19	119
	UNITED AIRLINES	S	134	0	0	93	5	1	1	0	0	4	81	8	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	63	26	8	0	2	2	23	71	14	62
<b>TOTAL SAN FRANCISCO</b>			<b>318</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>14</b>	<b>305</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	77	15	6	2	0	0	11	68	14	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>14</b>	<b>60</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	184	0	0	84	7	6	3	1	0	10	78	24	120



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
WASHINGTON (DULLES)	UNITED AIRLINES	S	225	0	0	88	8	3	2	0	0	7	83	9	236
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	10	10	3	3	0	20	81	9	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>472</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>13</b>	<b>418</b>
<b>TOTAL USA</b>			<b>4468</b>	<b>6</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>13</b>	<b>4143</b>
<b>UZBEKISTAN</b>															
TASHKENT	BRITISH MEDITERRANEAN AIRWA	S	19	0	0	58	16	21	5	0	0	22	0	0	0
	UZBEKISTAN AIRLINES	S	34	0	0	79	15	6	0	0	0	9	38	22	34
<b>TOTAL TASHKENT</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>38</b>	<b>22</b>	<b>34</b>
<b>TOTAL UZBEKISTAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>38</b>	<b>22</b>	<b>34</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	21	0	0	81	10	10	0	0	0	11	0	27	3
<b>TOTAL LUSAKA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>3</b>
<b>TOTAL ZAMBIA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>3</b>
<b>ZIMBABWE</b>															
HARARE	BRITISH AIRWAYS PLC	S	20	0	0	80	5	15	0	0	0	9	33	71	3
<b>TOTAL HARARE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>33</b>	<b>71</b>	<b>3</b>
<b>TOTAL ZIMBABWE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>33</b>	<b>71</b>	<b>3</b>
<b>TOTAL HEATHROW</b>			<b>39389</b>	<b>75</b>	<b>121</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>17</b>	<b>39453</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	254	0	0	95	3	1	0	0	0	4	78	10	248
<b>TOTAL ANTWERP</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>10</b>	<b>248</b>
BRUSSELS	VLM (BELGIUM)	S	236	0	2	92	8	0	0	0	0	5	61	15	235
<b>TOTAL BRUSSELS</b>			<b>236</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>15</b>	<b>235</b>
<b>TOTAL BELGIUM</b>			<b>490</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>13</b>	<b>483</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	143	0	0	55	20	20	5	0	0	20	0	0	0
	CITY JET	S	43	0	0	77	12	5	7	0	0	14	68	14	234
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>186</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>14</b>	<b>234</b>
PARIS (ORLY)	CITY JET	S	223	0	0	85	9	4	2	0	0	10	38	23	40
<b>TOTAL PARIS (ORLY)</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>23</b>	<b>40</b>
<b>TOTAL FRANCE</b>			<b>409</b>	<b>6</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>13</b>	<b>364</b>
<b>GERMANY</b>															
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	45	0	0	69	13	13	4	0	0	15	43	19	44
	BRITISH AIRWAYS CITIEXPRESS L	S	145	0	0	66	19	12	3	0	0	15	0	0	0
	LUFTHANSA CITY LINE	S	100	0	0	66	22	9	3	0	0	14	31	25	144
<b>TOTAL FRANKFURT MAIN</b>			<b>290</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>34</b>	<b>24</b>	<b>188</b>
LEIPZIG	CIRRUS LUFTFAHRT	S	95	0	5	81	11	8	0	0	0	9	0	0	0
<b>TOTAL LEIPZIG</b>			<b>95</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>385</b>	<b>1</b>	<b>5</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>14</b>	<b>738</b>
<b>IRISH REPUBLIC</b>															
CORK	JETMAGIC	S	139	0	15	27	42	22	10	0	0	30	0	0	0
<b>TOTAL CORK</b>			<b>139</b>	<b>0</b>	<b>15</b>	<b>27</b>	<b>42</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	AER LINGUS	S	140	1	14	66	9	9	15	1	0	22	56	19	207
	CITY JET	S	44	0	0	82	5	9	5	0	0	11	0	0	0
<b>TOTAL DUBLIN</b>			<b>184</b>	<b>1</b>	<b>14</b>	<b>70</b>	<b>8</b>	<b>9</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>19</b>	<b>207</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>323</b>	<b>1</b>	<b>29</b>	<b>51</b>	<b>23</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>19</b>	<b>207</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	VLM (BELGIUM)	S	150	2	2	84	11	5	1	0	0	8	63	12	154
<b>TOTAL LUXEMBOURG</b>			<b>150</b>	<b>2</b>	<b>2</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>12</b>	<b>154</b>
<b>TOTAL LUXEMBOURG</b>			<b>150</b>	<b>2</b>	<b>2</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>12</b>	<b>154</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	300	2	0	80	10	6	3	1	0	12	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>300</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>18</b>	<b>214</b>
ROTTERDAM	VLM (BELGIUM)	S	355	3	3	98	1	0	1	0	0	2	83	7	309
<b>TOTAL ROTTERDAM</b>			<b>355</b>	<b>3</b>	<b>3</b>	<b>98</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>309</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 NETHERLANDS			655	6	3	90	5	3	2	0	0	7	73	12	523
SWITZERLAND															
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	30	0	0	57	23	20	0	0	0	17	0	0	0
TOTAL GENEVA			30	0	0	57	23	20	0	0	0	17	72	12	203
ZURICH	SWISS AIRLINES	S	242	0	1	64	20	13	2	0	0	17	52	20	348
TOTAL ZURICH			242	1	1	64	20	13	2	0	0	17	52	20	348
TOTAL SWITZERLAND			272	1	1	63	21	14	2	0	0	17	64	15	705
UNITED KINGDOM															
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	105	0	3	78	10	7	6	0	0	11	91	6	251
TOTAL BELFAST CITY			105	0	3	78	10	7	6	0	0	11	91	6	251
DUNDEE	SCOT AIRWAYS	S	229	0	19	90	6	2	3	0	0	9	87	9	234
TOTAL DUNDEE			229	0	19	90	6	2	3	0	0	9	87	9	234
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	37	0	0	76	19	5	0	0	0	10	0	0	0
	SCOT AIRWAYS	S	453	0	1	85	12	3	0	0	0	7	74	12	598
TOTAL EDINBURGH			490	1	1	84	13	3	0	0	0	7	74	12	598
GLASGOW	BRITISH AIRWAYS CITIEXPRESS L	S	113	0	0	74	15	8	3	0	0	12	0	0	0
TOTAL GLASGOW			113	0	0	74	15	8	3	0	0	12	0	0	0
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	89	0	1	97	2	1	0	0	0	2	77	12	95
TOTAL ISLE OF MAN			89	0	1	97	2	1	0	0	0	2	77	12	95
JERSEY	FLYBE.BRITISH EUROPEAN	S	159	0	3	86	6	4	4	0	0	9	76	11	199
TOTAL JERSEY			159	0	3	86	6	4	4	0	0	9	76	11	199
MANCHESTER	VLM (BELGIUM)	S	382	0	4	97	3	0	0	0	0	4	91	6	246
TOTAL MANCHESTER			382	0	4	97	3	0	0	0	0	4	91	6	246
SWANSEA	AIR WALES LTD	S	106	2	10	84	6	4	5	2	0	12	0	0	0
TOTAL SWANSEA			106	2	10	84	6	4	5	2	0	12	0	0	0
TOTAL UNITED KINGDOM			1673	4	41	87	8	3	2	0	0	7	81	9	1623
TOTAL LONDON CITY			4357	28	83	81	10	5	3	0	0	10	72	12	4797

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CYPRUS</b>															
LARNACA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	6	100	0	7
	HELIOS AIRWAYS LTD	S	57	0	1	91	5	0	4	0	0	10	0	0	0
<b>TOTAL LARNACA</b>			<b>67</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>41</b>	<b>42</b>
PAPHOS	BRITANNIA AIRWAYS	C	28	0	0	79	14	7	0	0	0	8	77	15	30
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	13	0	0	0
	HELIOS AIRWAYS LTD	S	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL PAPHOS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>15</b>	<b>30</b>
<b>TOTAL CYPRUS</b>			<b>107</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>30</b>	<b>72</b>
<b>FRANCE</b>															
BORDEAUX	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL BORDEAUX</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	281	0	4	79	13	4	4	0	0	11	77	13	288
<b>TOTAL NICE</b>			<b>281</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>291</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	294	0	0	77	8	10	5	0	0	13	72	15	292
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>294</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>15</b>	<b>292</b>
<b>TOTAL FRANCE</b>			<b>577</b>	<b>9</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>14</b>	<b>593</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	60	0	2	87	7	2	2	2	2	37	80	10	51
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>80</b>	<b>10</b>	<b>51</b>
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>80</b>	<b>10</b>	<b>51</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	124	0	0	91	6	2	0	0	0	5	75	14	124
<b>TOTAL ATHENS</b>			<b>124</b>	<b>5</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>14</b>	<b>124</b>
CORFU	BRITANNIA AIRWAYS	C	12	0	0	92	0	0	8	0	0	16	88	4	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	7	0	0	0
<b>TOTAL CORFU</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>5</b>	<b>10</b>
KEFALLINIA	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	1	100	1	5
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	2	100	3	5
<b>TOTAL KEFALLINIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>10</b>
KOS	BRITANNIA AIRWAYS	C	9	0	0	56	22	22	0	0	0	13	86	4	7
<b>TOTAL KOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>4</b>	<b>7</b>
RHODES	BRITANNIA AIRWAYS	C	9	0	0	56	33	11	0	0	0	18	100	0	9
<b>TOTAL RHODES</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>0</b>	<b>9</b>
SALONIKA	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	7	67	6	3
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	0	0	40	0	0	54	0	0	0
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>67</b>	<b>6</b>	<b>3</b>
<b>TOTAL GREECE</b>			<b>177</b>	<b>5</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>176</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	302	0	0	87	9	4	0	0	0	5	84	7	301
TOTAL DUBLIN			<b>302</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>7</b>	<b>301</b>
GALWAY	AER ARRAN	S	59	2	4	80	17	3	0	0	0	7	90	8	62
TOTAL GALWAY			<b>59</b>	<b>2</b>	<b>4</b>	<b>80</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>8</b>	<b>62</b>
WATERFORD	AER ARRAN	S	60	2	0	93	5	2	0	0	0	4	0	0	0
TOTAL WATERFORD			<b>60</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>89</b>
TOTAL IRISH REPUBLIC			<b>421</b>	<b>5</b>	<b>4</b>	<b>87</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>452</b>
<b>ISRAEL</b>															
TEL AVIV	EXCEL AIRWAYS LTD	C	2	0	0	0	0	100	0	0	0	43	0	0	0
TOTAL TEL AVIV			<b>4</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL ISRAEL			<b>5</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	122	0	2	86	13	0	1	0	0	7	0	0	0
TOTAL BERGAMO			<b>122</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	5	50	26	6
TOTAL NAPLES			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>26</b>	<b>6</b>
RIMINI	VOLARE AIRLINES	S	6	0	0	0	67	33	0	0	0	30	0	0	0
TOTAL RIMINI			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	VOLARE AIRLINES	S	10	0	0	20	40	40	0	0	0	26	0	0	0
TOTAL VENICE			<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL ITALY			<b>147</b>	<b>6</b>	<b>2</b>	<b>78</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>43</b>	<b>25</b>	<b>7</b>
<b>MALTA</b>															
MALTA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	100	2	8
TOTAL MALTA			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>8</b>
TOTAL MALTA			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	312	0	0	68	14	13	4	0	0	16	71	14	377
TOTAL AMSTERDAM			<b>312</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>14</b>	<b>377</b>
TOTAL NETHERLANDS			<b>312</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>14</b>	<b>377</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR LUXOR	C	2	0	0	0	0	100	0	0	0	42	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	1	67	12	6
	EASYJET AIRLINE COMPANY LTD	S	98	0	0	83	8	1	8	0	0	15	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	5	8
	MONARCH AIRLINES	S	26	0	0	92	4	4	0	0	0	5	81	8	21
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	1	100	2	14
TOTAL FARO			<b>145</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>59</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PORTUGAL(EXCLUDING MADEIRA)			145	1	0	86	6	3	6	0	0	12	86	7	59
PORTUGAL(MADEIRA)															
FUNCHAL	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL FUNCHAL			4	0	0	75	25	0	0	0	0	6	50	21	6
TOTAL PORTUGAL(MADEIRA)			4	0	0	75	25	0	0	0	0	6	50	21	6
RUSSIA															
TOTAL RUSSIA			2	15	0	0	0	0	100	0	0	73	0	0	0
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	25	0	0	44	70	36	10
	EASYJET AIRLINE COMPANY LTD	S	79	0	1	58	25	14	3	0	0	17	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	100	7	8
	MONARCH AIRLINES	S	62	1	0	84	10	5	0	2	0	12	61	23	54
TOTAL ALICANTE			157	1	1	70	17	10	3	1	0	16	70	21	80
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	235	1	1	66	12	11	10	0	0	20	68	19	243
TOTAL BARCELONA			235	1	1	66	12	11	10	0	0	20	68	19	243
IBIZA	BRITANNIA AIRWAYS	C	16	0	0	81	13	6	0	0	0	8	90	5	21
TOTAL IBIZA			16	0	0	81	13	6	0	0	0	8	93	4	28
MADRID	EASYJET AIRLINE COMPANY LTD	S	124	0	0	77	10	10	3	0	0	12	61	20	123
TOTAL MADRID			124	2	0	77	10	10	3	0	0	12	61	20	123
MAHON	BRITANNIA AIRWAYS	C	12	0	0	100	0	0	0	0	0	1	100	2	19
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	4	100	4	6
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	0	86	29	7
	MONARCH AIRLINES	S	28	0	1	86	4	7	4	0	0	7	86	5	22
TOTAL MAHON			56	0	1	91	4	4	2	0	0	4	93	6	61
MALAGA	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	3	79	8	14
	EASYJET AIRLINE COMPANY LTD	S	165	1	3	76	13	6	5	0	0	12	72	16	178
	MONARCH AIRLINES	S	70	2	0	87	7	4	0	1	0	8	74	15	69
TOTAL MALAGA			253	3	3	81	11	5	3	0	0	10	72	15	274
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	40	0	0	100	0	0	0	0	0	1	79	8	28
	EASYJET AIRLINE COMPANY LTD	S	119	1	9	71	8	14	5	1	0	17	81	11	146
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	2	100	1	8
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	7	29	70	7
	SPANAIR	C	7	0	0	0	43	29	29	0	0	41	0	59	2
TOTAL PALMA DE MALLORCA			190	2	9	77	8	10	4	1	0	13	80	13	210
REUS	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	2	8
	MONARCH AIRLINES	C	7	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL REUS			16	0	0	100	0	0	0	0	0	1	100	2	16
TOTAL SPAIN			1047	16	15	76	11	8	5	0	0	13	74	15	1038
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	7	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ARRECIFE	MONARCH AIRLINES	C	20	0	0	45	10	10	35	0	0	48	63	55	8
<b>TOTAL ARRECIFE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>7</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>88</b>	<b>22</b>	<b>24</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	2	67	7	9	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	2	88	5	8	
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>7</b>	<b>25</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	18	4	0	100	0	0	0	0	4	100	2	14	
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	100	3	6	
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>4</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>2</b>	<b>27</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	5	100	4	16	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	4	0	0	0	
	MONARCH AIRLINES	S	17	0	1	71	12	6	12	0	19	47	45	17	
	MONARCH AIRLINES	C	10	0	0	60	10	30	0	0	20	25	64	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>30</b>	<b>49</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>127</b>	<b>4</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>18</b>	<b>125</b>	
<b>SWITZERLAND</b>															
GENEVA	EASYJET SWITZERLAND	S	238	1	1	70	13	13	3	1	0	16	74	17	239
<b>TOTAL GENEVA</b>			<b>238</b>	<b>11</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>17</b>	<b>239</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	114	0	0	67	15	8	11	0	19	50	27	20	
	EASYJET SWITZERLAND	S	58	0	0	62	5	19	12	2	0	27	61	16	152
<b>TOTAL ZURICH</b>			<b>172</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>17</b>	<b>172</b>
<b>TOTAL SWITZERLAND</b>			<b>410</b>	<b>13</b>	<b>1</b>	<b>68</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>17</b>	<b>411</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	10	0	0	70	30	0	0	0	8	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	4	0	0	0	
<b>TOTAL MONASTIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>															
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	3	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>9</b>	
<b>TOTAL TURKEY</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>24</b>	
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	30	0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UKRAINE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	110	0	0	79	15	3	2	2	0	12	58	20	110
<b>TOTAL ABERDEEN</b>			<b>110</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>20</b>	<b>110</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	290	0	0	83	4	9	4	0	0	11	82	9	318

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BELFAST INTERNATIONAL			290	0	0	83	4	9	4	0	0	11	82	9	318
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	349	1	1	79	12	5	3	0	0	12	71	14	383
TOTAL EDINBURGH			349	4	1	79	12	5	3	0	0	12	71	14	383
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	344	0	0	88	5	5	2	0	0	7	71	15	384
TOTAL GLASGOW			344	0	0	88	5	5	2	0	0	7	71	15	384
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	78	0	0	69	17	6	5	3	0	18	62	22	76
TOTAL INVERNESS			78	0	0	69	17	6	5	3	0	18	62	22	76
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	85	10	5	0	0	0	4	91	4	57
TOTAL ISLE OF MAN			62	0	0	85	10	5	0	0	0	4	92	4	62
JERSEY	FLYBE.BRITISH EUROPEAN	S	52	0	0	98	0	2	0	0	0	3	81	36	16
TOTAL JERSEY			52	0	0	98	0	2	0	0	0	3	83	32	18
LIVERPOOL	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	0	5	50	20	2
TOTAL LIVERPOOL			2	0	0	100	0	0	0	0	0	5	50	20	2
MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	0	0	40	0	0	52	0	0	0
TOTAL MANCHESTER			6	3	0	67	0	0	33	0	0	43	100	1	2
TOTAL UNITED KINGDOM			1295	9	1	83	8	6	3	0	0	10	73	14	1357
TOTAL LUTON			4874	109	31	79	10	7	4	0	0	12	74	14	4765



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
VIENNA	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	89	6	5	0	0	0	5	0	0	0
<b>TOTAL VIENNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>12</b>	<b>62</b>
<b>TOTAL AUSTRIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>12</b>	<b>62</b>
<b>BARBADOS</b>															
BRIDGETOWN	BWIA	S	3	0	0	0	33	33	33	0	0	47	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	10	88	3	8
<b>TOTAL BRIDGETOWN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>90</b>	<b>3</b>	<b>10</b>
<b>TOTAL BARBADOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>90</b>	<b>3</b>	<b>10</b>
<b>BELGIUM</b>															
<b>BRUSSELS</b>															
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	146	0	0	92	3	1	3	0	0	6	0	0	0
	SN BRUSSELS AIRLINES	S	166	0	2	92	5	2	1	0	0	5	85	7	212
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL BRUSSELS</b>			<b>320</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>14</b>	<b>418</b>
<b>OSTEND</b>															
	AIR CORDIAL LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL OSTEND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>324</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>13</b>	<b>510</b>
<b>BULGARIA</b>															
<b>BURGAS</b>															
	BH AIR	C	7	0	0	71	29	0	0	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	0	0	67	0	0	46	0	0	0
<b>TOTAL BURGAS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>31</b>	<b>4</b>
<b>VARNA</b>															
	BH AIR	C	7	0	0	43	57	0	0	0	0	13	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	1	0	100	0	0	0	0	0	0	100	0	1
<b>TOTAL VARNA</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>15</b>	<b>14</b>
<b>CANADA</b>															
<b>TORONTO</b>															
	AIR CANADA	S	34	0	0	71	21	6	3	0	0	12	58	15	36
	AIR TRANSAT	S	20	0	0	60	10	20	10	0	0	23	28	57	18
	MY TRAVEL AIRWAYS UK	C	21	0	0	76	5	0	10	10	0	39	76	15	25
<b>TOTAL TORONTO</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>25</b>	<b>79</b>
<b>VANCOUVER</b>															
	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	3	50	62	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	83	15	6
	ZOOM AIRLINES	C	2	0	0	0	50	0	50	0	0	39	0	0	0
<b>TOTAL VANCOUVER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>42</b>	<b>14</b>
<b>TOTAL CANADA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>28</b>	<b>93</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	11	0	0	55	27	18	0	0	0	15	50	15	14
<b>TOTAL DUBROVNIK</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>15</b>	<b>14</b>
PULA	CROATIA AIRLINES	S	6	0	0	33	33	33	0	0	0	25	60	10	5
	EUROPEAN AIR CHARTER	C	4	0	0	25	25	50	0	0	0	30	0	0	0
<b>TOTAL PULA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>27</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>7</b>	<b>10</b>
SPLIT	CROATIA AIRLINES	S	9	0	1	56	22	0	22	0	0	27	60	13	5
<b>TOTAL SPLIT</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>12</b>	<b>9</b>
<b>TOTAL CROATIA</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>26</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>12</b>	<b>33</b>
<b>CUBA</b>															
CUNAGUA	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CUNAGUA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
HAVANA	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	42	0	0	0
<b>TOTAL HAVANA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARADERO	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	2	0	75	0	25	0	0	0	15	0	0	0
<b>TOTAL VARADERO</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>2</b>	<b>10</b>
<b>TOTAL CUBA</b>			<b>14</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>8</b>	<b>15</b>
<b>CYPRUS</b>															
LARNACA	AIR CORDIAL LTD	C	6	0	0	50	0	50	0	0	0	23	13	94	8
	BMI BRITISH MIDLAND	C	7	0	0	43	43	14	0	0	0	17	44	42	9
	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	6	50	29	8
	CYPRUS AIRWAYS	S	32	0	0	66	19	9	6	0	0	21	44	23	18
	EUROCYPRIA AIRLINES LTD	C	22	0	0	41	41	9	0	9	0	39	67	10	18
	EXCEL AIRWAYS LTD	C	23	0	0	83	13	4	0	0	0	6	82	12	17
	FIRST CHOICE AIRWAYS LTD	S	26	0	0	92	4	4	0	0	0	6	74	16	35
	FLYJET LTD	C	8	0	0	25	13	50	13	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	1	0	76	6	12	6	0	0	17	65	23	34
	THOMAS COOK AIRLINES LTD	C	26	0	0	62	15	15	4	0	4	32	89	6	27
<b>TOTAL LARNACA</b>			<b>174</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>65</b>	<b>24</b>	<b>187</b>
<b>PAPHOS</b>															
	AIR ATLANTA EUROPE LTD	C	2	0	0	0	0	50	50	0	0	59	0	0	0
	AIR CORDIAL LTD	C	6	0	0	100	0	0	0	0	0	1	30	37	10
	BMI BRITISH MIDLAND	C	4	0	0	75	0	25	0	0	0	16	70	59	10
	BRITANNIA AIRWAYS	C	25	0	0	76	16	8	0	0	0	10	61	42	18
	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	0	38	13	0	0	30	63	13	8
	EXCEL AIRWAYS LTD	C	12	0	0	58	33	8	0	0	0	13	38	41	8
	FIRST CHOICE AIRWAYS LTD	S	18	0	0	78	11	11	0	0	0	11	72	11	18
	FLYJET LTD	C	8	0	0	63	38	0	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	0	50	0	0	0	22	70	13	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	3	86	5	14
	THOMAS COOK AIRLINES LTD	C	22	1	0	95	5	0	0	0	0	2	85	29	27
<b>TOTAL PAPHOS</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>26</b>	<b>131</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL CYPRUS</b>			<b>298</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>25</b>	<b>318</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMI BRITISH MIDLAND	S	62	0	0	53	19	18	6	3	0	27	0	0	0
	CSA	S	90	0	0	84	12	1	2	0	0	8	82	9	77
<b>TOTAL PRAGUE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>77</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>77</b>
<b>DENMARK</b>															
<b>BILLUND</b>	SUN AIR OF SCANDINAVIA	S	100	2	0	95	4	1	0	0	0	3	82	6	100
<b>TOTAL BILLUND</b>			<b>100</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>6</b>	<b>100</b>
<b>COPENHAGEN</b>	BRITISH AIRWAYS CITIEXPRESS L	S	22	0	0	73	14	9	5	0	0	12	0	0	0
	SAS	S	175	0	0	94	5	2	0	0	0	5	78	10	227
<b>TOTAL COPENHAGEN</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>9</b>	<b>228</b>
<b>TOTAL DENMARK</b>			<b>297</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>9</b>	<b>328</b>
<b>DOMINICAN REPUBLIC</b>															
<b>LA ROMANA</b>	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	0	50	0	0	46	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	2	0	100	0	0	0	0	0	0	89	10	9
<b>TOTAL LA ROMANA</b>			<b>11</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>10</b>	<b>9</b>
<b>PUERTO PLATA</b>	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	0	2	71	26	17
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	8	4
	MY TRAVEL AIRWAYS UK	C	8	1	0	100	0	0	0	0	0	1	60	24	10
<b>TOTAL PUERTO PLATA</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>23</b>	<b>31</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>46</b>	<b>3</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>20</b>	<b>40</b>
<b>EGYPT</b>															
<b>HURGHADA</b>	EXCEL AIRWAYS LTD	C	18	0	0	72	6	17	6	0	0	16	88	6	8
<b>TOTAL HURGHADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>LUXOR</b>	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	6	100	1	11
	MONARCH AIRLINES	C	8	0	0	50	13	0	13	13	13	115	75	8	8
<b>TOTAL LUXOR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>54</b>	<b>89</b>	<b>4</b>	<b>19</b>
<b>TABA</b>	EXCEL AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	75	10	4
<b>TOTAL TABA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>10</b>	<b>4</b>
<b>TOTAL EGYPT</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>88</b>	<b>5</b>	<b>32</b>
<b>FINLAND</b>															
<b>HELSINKI</b>	CITY AIRLINE	S	49	0	0	98	2	0	0	0	0	3	0	0	0
	FINNAIR	S	108	1	0	93	5	3	0	0	0	5	79	12	85
<b>TOTAL HELSINKI</b>			<b>157</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>12</b>	<b>85</b>
<b>TOTAL FINLAND</b>			<b>157</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>12</b>	<b>85</b>
<b>FRANCE</b>															
<b>CALVI</b>	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	1	100	3	1

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CALVI			2	0	0	100	0	0	0	0	0	1	100	3	1
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	61	0	0	90	8	2	0	0	0	3	0	0	0
TOTAL LYON			61	0	1	90	8	2	0	0	3	87	6	54	
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	89	5	0	6	0	0	7	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
TOTAL NICE			64	0	0	88	5	2	6	0	8	73	10	62	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	366	0	0	81	10	6	3	0	0	9	73	14	369
	BRITISH AIRWAYS CITIEXPRESS L	S	268	0	0	65	15	10	10	0	0	19	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	1	50	13	2
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			640	0	0	74	12	8	6	0	13	57	27	639	
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	59	1	0	86	10	3	0	0	0	5	90	5	10
TOTAL TOULOUSE (BLAGNAC)			59	1	0	86	10	3	0	0	5	90	5	10	
TOTAL FRANCE			827	2	1	77	11	6	5	0	11	61	24	771	
GAMBIA															
BANJUL	ASTRAEUS LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL BANJUL			4	0	0	100	0	0	0	0	3	0	0	0	
TOTAL GAMBIA			4	0	0	100	0	0	0	0	3	0	0	0	
GERMANY															
BERLIN (TEGEL)	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	94	5	2	0	0	0	4	0	0	0
TOTAL BERLIN (TEGEL)			62	0	0	94	5	2	0	0	4	82	9	62	
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	68	0	2	75	16	6	3	0	0	11	0	0	0
TOTAL COLOGNE (BONN)			68	0	2	75	16	6	3	0	11	0	0	0	
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	213	0	0	83	10	4	3	0	0	9	0	0	0
	LUFTHANSA CITY LINE	S	160	0	0	87	6	6	1	0	0	7	93	4	160
TOTAL DUSSELDORF			373	0	0	84	8	5	2	0	8	75	12	371	
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	279	0	0	82	10	6	1	0	0	8	0	0	0
	LUFTHANSA	S	186	1	0	80	15	5	1	0	0	9	54	19	186
TOTAL FRANKFURT MAIN			465	1	0	82	12	6	1	0	9	55	22	450	
HAMBURG	LUFTHANSA CITY LINE	S	106	0	0	86	9	5	0	0	0	7	73	8	56
TOTAL HAMBURG			106	0	2	86	9	5	0	0	7	77	9	108	
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	107	0	0	76	10	5	9	0	0	14	0	0	0
TOTAL HANOVER			107	0	1	76	10	5	9	0	14	78	11	65	
MUNICH	LUFTHANSA CITY LINE	S	307	1	0	67	21	8	4	0	0	14	68	14	238
TOTAL MUNICH			307	1	0	67	21	8	4	0	14	68	14	238	
STUTT GART	AIR CORDIAL LTD	C	2	0	0	50	0	50	0	0	0	24	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	53	0	0	96	4	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL STUTT GART			59	0	0	93	3	3	0	0	4	76	12	58	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL GERMANY</b>			<b>1547</b>	<b>2</b>	<b>5</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>15</b>	<b>1353</b>
<b>GREECE</b>															
<b>ATHENS</b>	AZZURRA AIR	C	9	0	0	44	11	22	22	0	0	42	100	1	4
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	OLYMPIC AIRWAYS	S	18	0	0	56	22	22	0	0	0	19	33	33	18
<b>TOTAL ATHENS</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>48</b>	<b>24</b>	<b>42</b>
<b>CHANIA</b>	AZZURRA AIR	C	2	0	0	0	0	100	0	0	0	48	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	3	100	3	3
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	60	25	10
	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	5	0	0	0
<b>TOTAL CHANIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>59</b>	<b>34</b>
<b>CORFU</b>	BMI BRITISH MIDLAND	C	7	0	0	71	14	14	0	0	0	11	33	20	3
	BRITANNIA AIRWAYS	C	33	0	0	76	3	3	9	9	0	39	52	42	25
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	92	7	12
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	96	4	0	0	0	0	3	83	9	35
	FLYJET LTD	C	4	0	0	50	25	25	0	0	0	15	0	0	0
	MONARCH AIRLINES	C	20	0	0	85	10	0	5	0	0	8	73	12	22
	MY TRAVEL AIRWAYS UK	C	14	0	0	57	7	14	0	14	7	72	57	42	7
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	6	0	0	0	0	3	77	17	22
<b>TOTAL CORFU</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>22</b>	<b>70</b>	<b>20</b>	<b>132</b>
<b>HERAKLION</b>	ASTRAEUS LTD	C	4	0	0	25	75	0	0	0	0	17	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	50	0	0	50	0	0	36	38	45	8
	BRITANNIA AIRWAYS	C	21	0	0	90	10	0	0	0	0	5	69	11	16
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	78	0	0	0
	EXCEL AIRWAYS LTD	C	18	0	0	72	0	11	11	6	0	31	100	2	10
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	5	61	13	18
	FLYJET LTD	C	8	0	0	75	0	13	13	0	0	16	0	0	0
	ISLANDSFLUG	C	7	0	0	29	0	29	43	0	0	75	0	0	0
	MONARCH AIRLINES	C	17	0	0	71	18	0	12	0	0	16	58	38	19
	MY TRAVEL AIRWAYS UK	C	7	1	0	43	0	43	0	0	14	80	70	12	10
	THOMAS COOK AIRLINES LTD	C	11	0	0	91	0	0	9	0	0	10	100	0	16
<b>TOTAL HERAKLION</b>			<b>115</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>71</b>	<b>17</b>	<b>106</b>
<b>KALAMATA</b>	FIRST CHOICE AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	0	80	6	5
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	0	100	8	2
<b>TOTAL KALAMATA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>8</b>
<b>KAVALLA</b>	AZZURRA AIR	C	4	0	0	100	0	0	0	0	0	5	100	1	3
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	100	2	5
	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	5	0	0	0
<b>TOTAL KAVALLA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>5</b>	<b>13</b>
<b>KEFALLINIA</b>	AIR CORDIAL LTD	C	4	0	0	50	50	0	0	0	0	11	100	4	3
	BRITANNIA AIRWAYS	C	9	0	0	56	33	11	0	0	0	12	100	3	9
	EUROPEAN AIR CHARTER	C	7	0	0	57	29	0	14	0	0	15	100	2	3
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	79	100	2	4
	FIRST CHOICE AIRWAYS LTD	C	4	2	0	100	0	0	0	0	0	0	50	24	4
	ISLANDSFLUG	C	4	0	0	0	0	50	25	25	0	101	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KEFALLINIA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	100	2	5
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	3	100	0	3	
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	5	100	1	7	
<b>TOTAL KEFALLINIA</b>			<b>42</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>6</b>	<b>41</b>
KOS	AIR CORDIAL LTD	C	2	0	0	100	0	0	0	0	0	50	51	12	
	BRITANNIA AIRWAYS	C	9	0	0	44	0	44	0	0	11	84	100	0	5
	EXCEL AIRWAYS LTD	C	20	0	0	80	15	5	0	0	8	100	0	3	
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	75	20	5	0	0	9	79	7	19	
	MONARCH AIRLINES	C	9	1	0	100	0	0	0	0	0	80	5	10	
	MY TRAVEL AIRWAYS UK	C	22	0	0	59	18	18	5	0	19	56	41	9	
	THOMAS COOK AIRLINES LTD	C	11	0	0	73	9	9	9	0	12	100	1	20	
<b>TOTAL KOS</b>			<b>93</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>80</b>	<b>15</b>	<b>82</b>
MIKONOS	EXCEL AIRWAYS LTD	C	3	0	0	33	67	0	0	0	13	0	0	0	
<b>TOTAL MIKONOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>13</b>	<b>3</b>	
MITILINI	BMI BRITISH MIDLAND	C	3	2	0	67	0	33	0	0	14	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	40	40	20	0	0	21	60	10	5	
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	80	4	5	
<b>TOTAL MITILINI</b>			<b>13</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>7</b>	<b>10</b>	
PREVEZA	AIR CORDIAL LTD	C	4	0	0	100	0	0	0	0	0	75	12	4	
	AZZURRA AIR	C	5	0	0	100	0	0	0	0	0	0	65	5	
	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	67	15	3	
	FIRST CHOICE AIRWAYS LTD	C	5	1	0	80	20	0	0	0	4	100	6	6	
<b>TOTAL PREVEZA</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>22</b>	<b>21</b>	
RHODES	AEGEAN AIRLINES	C	4	0	0	0	25	25	50	0	0	67	0	0	0
	AIR CORDIAL LTD	C	4	0	0	50	0	0	50	0	0	36	43	7	
	AZZURRA AIR	C	2	0	0	50	50	0	0	0	0	8	20	5	
	BRITANNIA AIRWAYS	C	17	0	0	82	6	0	0	12	0	29	81	16	
	EXCEL AIRWAYS LTD	C	12	0	0	100	0	0	0	0	0	1	100	2	
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	79	11	11	0	0	10	76	8	33	
	MONARCH AIRLINES	C	33	0	0	82	15	3	0	0	7	93	3	29	
	MY TRAVEL AIRWAYS UK	C	16	1	0	19	19	19	19	13	13	140	58	12	
	THOMAS COOK AIRLINES LTD	C	24	0	0	75	21	4	0	0	0	9	92	4	26
<b>TOTAL RHODES</b>			<b>131</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>29</b>	<b>76</b>	<b>11</b>	<b>153</b>
SALONIKA	AZZURRA AIR	C	4	0	0	50	25	25	0	0	17	0	0	0	
	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	12	67	60	3	
	FIRST CHOICE AIRWAYS LTD	C	3	2	0	33	0	0	67	0	0	85	60	5	
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	
	MY TRAVEL AIRWAYS UK	C	5	0	0	20	0	0	80	0	0	80	5	6	
	THOMAS COOK AIRLINES LTD	C	5	1	0	100	0	0	0	0	0	0	100	0	5
<b>TOTAL SALONIKA</b>			<b>22</b>	<b>3</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>5</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>83</b>	<b>11</b>	<b>24</b>
SAMOS	ASTRAEUS LTD	C	4	0	0	50	50	0	0	0	13	0	0	0	
	EXCEL AIRWAYS LTD	C	5	0	0	60	20	0	20	0	23	100	4	5	
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	2	80	8	5	
<b>TOTAL SAMOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>5</b>	<b>17</b>
SKIATHOS	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	2	60	54	5	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
SKIATHOS	FIRST CHOICE AIRWAYS LTD	C	13	0	0	62	31	8	0	0	0	11	91	3	11
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	33	0	0	0	11	0	0	0	
	THOMAS COOK AIRLINES LTD	C	3	1	0	100	0	0	0	0	0	100	0	3	
<b>TOTAL SKIATHOS</b>			<b>24</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>19</b>	<b>24</b>	
THIRA (SANTORINI)	EXCEL AIRWAYS LTD	C	7	0	0	100	0	0	0	0	1	0	0	0	
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	3	100	1	5	
<b>TOTAL THIRA (SANTORINI)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>5</b>	<b>11</b>	
VOLOS	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	100	0	5	
<b>TOTAL VOLOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>5</b>	
ZAKINTHOS	BRITANNIA AIRWAYS	C	13	0	0	100	0	0	0	0	1	82	4	11	
	EUROPEAN AIR CHARTER	C	4	0	0	50	25	25	0	0	22	0	0	0	
	EXCEL AIRWAYS LTD	C	11	0	0	55	9	18	18	0	26	70	9	10	
	FIRST CHOICE AIRWAYS LTD	C	14	2	0	100	0	0	0	0	1	95	2	19	
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	83	18	18	
	MY TRAVEL AIRWAYS UK	C	34	0	0	74	9	3	6	9	0	27	60	21	20
	THOMAS COOK AIRLINES LTD	C	26	0	0	92	4	0	4	0	7	92	11	24	
<b>TOTAL ZAKINTHOS</b>			<b>110</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>13</b>	<b>79</b>	<b>13</b>	<b>106</b>	
<b>TOTAL GREECE</b>			<b>790</b>	<b>15</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>75</b>	<b>16</b>	<b>832</b>
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	6	0	0	83	0	0	17	0	17	0	0	0	
<b>TOTAL GOA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL INDIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	87	6	5	2	0	5	0	0	0	
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>15</b>	<b>34</b>	
CORK	BMI BRITISH MIDLAND	S	106	0	2	81	8	5	7	0	12	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	S	166	0	0	87	8	4	1	0	6	0	0	0	
<b>TOTAL CORK</b>			<b>272</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>17</b>	<b>168</b>	
DUBLIN	AER LINGUS	S	328	0	12	82	7	4	4	2	15	79	13	347	
	BLUE PANORAMA	C	2	0	0	100	0	0	0	0	7	0	0	0	
	LUXAIR	S	62	0	0	89	6	5	0	0	6	95	3	60	
	RYANAIR	S	240	0	2	95	2	2	1	1	5	84	8	256	
<b>TOTAL DUBLIN</b>		<b>632</b>	<b>2</b>	<b>14</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>663</b>	
GALWAY	AER ARRAN	S	62	0	0	77	16	3	3	0	9	0	0	0	
<b>TOTAL GALWAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SHANNON	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	84	6	8	2	0	7	0	0	0	
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>8</b>	<b>63</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1090</b>	<b>2</b>	<b>20</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>928</b>	
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
ARUBA	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	9	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ARUBA			3	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL ISLE OF CURACAO NETH.ANTILLES			3	0	0	100	0	0	0	0	0	9	0	0	0
ISRAEL															
TEL AVIV	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	29	0	0	0
TOTAL TEL AVIV			2	0	0	50	0	50	0	0	0	29	0	0	0
TOTAL ISRAEL			3	0	0	67	0	33	0	0	0	19	100	0	3
ITALY															
BOLOGNA	BRITISH AIRWAYS CITIEXPRESS L	S	56	0	0	66	21	7	5	0	0	16	0	0	0
TOTAL BOLOGNA			56	0	0	66	21	7	5	0	0	16	0	0	0
BRESCIA/MONTICHIARI	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	AZZURRA AIR	C	2	0	0	0	50	50	0	0	0	27	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	30	100	0	6
TOTAL BRESCIA/MONTICHIARI			6	0	0	33	33	33	0	0	0	22	100	0	6
CATANIA (FONTANAROSSA)	THOMAS COOK AIRLINES LTD	C	7	0	0	57	14	29	0	0	0	16	43	21	7
TOTAL CATANIA (FONTANAROSSA)			7	0	0	57	14	29	0	0	0	16	40	27	15
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	107	1	0	64	17	10	8	0	0	19	0	0	0
TOTAL MILAN (MALPENSA)			107	2	0	64	17	10	8	0	0	19	43	33	103
NAPLES															
	BRITANNIA AIRWAYS	C	18	0	0	67	17	11	6	0	0	16	79	17	14
	EUROPEAN AIR CHARTER	C	9	0	0	0	44	44	11	0	0	35	13	69	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	8	29	40	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	30	0	0	0	14	63	94	8
TOTAL NAPLES			46	0	0	52	24	20	4	0	0	17	51	49	37
PISA															
	BRITANNIA AIRWAYS	C	3	0	0	33	33	33	0	0	0	18	75	13	4
	BRITISH AIRWAYS CITIEXPRESS L	S	56	0	0	79	11	5	5	0	0	12	0	0	0
TOTAL PISA			60	0	0	77	12	7	5	0	0	12	75	13	4
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	95	1	0	71	16	7	6	0	0	16	0	0	0
TOTAL ROME (FIUMICINO)			95	1	0	71	16	7	6	0	0	16	35	63	52
VENICE															
	BRITISH AIRWAYS CITIEXPRESS L	S	58	0	0	67	29	3	0	0	0	10	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	25	25	50	0	0	0	35	50	13	4
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL VENICE			64	0	4	66	28	6	0	0	0	11	55	20	64
VERONA	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	3	33	23	3
TOTAL VERONA			4	0	0	100	0	0	0	0	0	3	33	23	3
TOTAL ITALY			446	3	4	66	19	10	5	0	0	16	47	35	298
JAMAICA															
KINGSTON	AIR JAMAICA	S	10	0	0	80	10	0	10	0	0	18	57	22	7
TOTAL KINGSTON			10	0	0	80	10	0	10	0	0	18	57	22	7
MONTEGO BAY															
	AIR JAMAICA	S	8	0	0	88	0	0	13	0	0	21	0	37	5
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	0	25	0	59	56	17	9



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MONTEGO BAY			25	0	0	84	0	4	4	8	0	26	36	24	14
TOTAL JAMAICA			35	0	0	83	3	3	6	6	0	24	43	24	21
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	62	0	0	94	3	2	2	0	0	4	87	5	62
TOTAL LUXEMBOURG			62	0	0	94	3	2	2	0	0	4	86	6	64
TOTAL LUXEMBOURG			62	0	0	94	3	2	2	0	0	4	86	6	64
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-MA	S	36	0	0	81	11	8	0	0	0	9	50	16	28
TOTAL KUALA LUMPUR (SEPANG)			36	0	0	81	11	8	0	0	0	9	50	16	28
TOTAL MALAYSIA			36	0	0	81	11	8	0	0	0	9	50	16	28
<b>MALTA</b>															
MALTA	AIR MALTA	S	81	0	1	78	14	7	0	0	1	16	67	19	70
	ASTRAEUS LTD	S	21	0	1	71	14	5	5	0	5	57	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	13	50	35	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	13	13	0	55	100	0	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	3	80	33	10
TOTAL MALTA			129	0	2	74	16	6	2	1	2	24	71	24	134
TOTAL MALTA			129	0	2	74	16	6	2	1	2	24	71	24	134
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	9	1	0	100	0	0	0	0	0	2	50	28	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	75	361	8
	MONARCH AIRLINES	C	6	0	0	17	17	50	17	0	0	41	0	0	0
	MY TRAVEL AIRWAYS UK	C	12	0	0	67	17	0	17	0	0	17	100	4	14
TOTAL CANCUN			35	1	0	74	9	9	9	0	0	13	80	105	30
TOTAL MEXICO			36	1	0	72	8	8	11	0	0	15	74	81	43
<b>MOROCCO</b>															
AGADIR	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	3	33	42	6
TOTAL AGADIR			8	0	0	100	0	0	0	0	0	3	33	42	6
TOTAL MOROCCO			8	0	0	100	0	0	0	0	0	3	33	42	6
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS CITIEXPRESS L	S	165	0	0	76	7	12	5	0	0	13	0	0	0
	KLM	S	128	0	1	86	5	6	2	0	0	7	0	0	0
	KLM CITYHOPPER	S	285	0	0	79	10	6	5	0	0	11	0	0	0
TOTAL AMSTERDAM			578	1	1	80	8	8	4	0	0	11	69	19	673
TOTAL NETHERLANDS			578	1	1	80	8	8	4	0	0	11	69	19	674
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS CITIEXPRESS L	S	107	1	0	94	3	1	2	0	0	4	0	0	0
TOTAL OSLO (GARDERMOEN)			107	1	1	94	3	1	2	0	0	4	76	13	108

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NORWAY			107	1	1	94	3	1	2	0	0	4	76	13	108
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	33	0	0	61	33	6	0	0	0	13	31	44	26
TOTAL ISLAMABAD			33	0	0	61	33	6	0	0	0	13	31	44	26
KARACHI	PAKISTAN INTL AIRLINES	S	36	0	0	47	25	19	8	0	0	20	21	67	34
TOTAL KARACHI			36	0	0	47	25	19	8	0	0	20	21	67	34
LAHORE	PAKISTAN INTL AIRLINES	S	10	0	0	50	10	30	10	0	0	25	0	108	8
TOTAL LAHORE			10	0	0	50	10	30	10	0	0	25	0	108	8
TOTAL PAKISTAN			79	0	0	53	27	15	5	0	0	18	22	63	68
POLAND															
WARSAW	LOT-POLISH AIRLINES	S	54	0	0	98	2	0	0	0	0	3	85	8	54
TOTAL WARSAW			54	0	0	98	2	0	0	0	0	3	85	8	54
TOTAL POLAND			54	0	0	98	2	0	0	0	0	3	85	8	54
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR CORDIAL LTD	C	8	0	0	63	38	0	0	0	0	10	27	34	11
	AZZURRA AIR	C	8	0	0	50	25	0	25	0	0	30	50	24	8
	BRITANNIA AIRWAYS	C	18	0	0	78	6	6	0	11	0	36	47	27	17
	EXCEL AIRWAYS LTD	C	24	0	0	96	4	0	0	0	0	3	75	6	8
	FIRST CHOICE AIRWAYS LTD	C	80	0	0	83	9	9	0	0	0	7	82	7	28
	MONARCH AIRLINES	S	62	0	0	82	13	3	2	0	0	10	77	8	26
	MONARCH AIRLINES	C	18	0	0	78	0	6	17	0	0	19	58	42	26
	MY TRAVEL AIRWAYS UK	C	36	0	0	72	8	3	17	0	0	18	68	26	19
	THOMAS COOK AIRLINES LTD	C	39	0	0	87	8	5	0	0	0	5	91	4	47
TOTAL FARO			293	0	0	81	10	5	4	1	0	12	71	19	220
LISBON	PORTUGALIA	S	52	0	0	73	21	6	0	0	0	10	84	7	37
TOTAL LISBON			52	0	0	73	21	6	0	0	0	10	84	7	37
OPORTO (PORTUGAL)	PORTUGALIA	S	3	0	0	67	33	0	0	0	0	5	100	3	24
TOTAL OPORTO (PORTUGAL)			3	0	0	67	33	0	0	0	0	5	100	3	24
TOTAL PORTUGAL(EXCLUDING MADEIRA)			348	0	0	80	11	5	3	1	0	11	75	16	281
PORTUGAL(MADEIRA)															
FUNCHAL	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	100	1	8
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	3	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	75	13	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	94	8	16
TOTAL FUNCHAL			40	0	0	93	5	3	0	0	0	4	93	7	40
TOTAL PORTUGAL(MADEIRA)			40	0	0	93	5	3	0	0	0	4	93	7	40
QATAR															
DOHA	QATAR AIRWAYS	S	36	0	0	78	14	6	0	0	3	19	0	0	0
TOTAL DOHA			36	0	0	78	14	6	0	0	3	19	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			36	0	0	78	14	6	0	0	3	19	0	0	0
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	48	0	0	63	19	17	2	0	0	15	45	29	62
TOTAL SINGAPORE			48	0	0	63	19	17	2	0	0	15	45	29	62
TOTAL SINGAPORE			48	0	0	63	19	17	2	0	0	15	45	29	62
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	2	0	0	100	0	0	0	0	0	4	50	14	2
TOTAL LJUBLJANA			2	0	0	100	0	0	0	0	0	4	50	14	2
TOTAL SLOVENIA			2	0	0	100	0	0	0	0	0	4	50	14	2
SPAIN															
ALICANTE	AIR CORDIAL LTD	C	2	0	0	50	0	0	50	0	0	52	0	0	0
	BMI BRITISH MIDLAND	C	18	0	0	44	11	17	22	0	6	93	70	60	10
	BMI BRITISH MIDLAND	S	62	0	0	71	8	13	8	0	0	16	0	0	0
	BRITANNIA AIRWAYS	C	34	0	0	68	21	6	6	0	0	15	67	35	43
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	33	50	10	2
	EXCEL AIRWAYS LTD	C	14	0	0	100	0	0	0	0	0	0	100	2	8
	FIRST CHOICE AIRWAYS LTD	C	128	0	0	93	5	0	2	0	0	4	74	11	58
	HOLA AIRLINES	C	6	0	0	17	0	50	33	0	0	65	0	0	0
	MONARCH AIRLINES	C	20	0	0	75	15	0	10	0	0	15	66	15	38
	MONARCH AIRLINES	S	124	0	0	90	7	2	0	0	0	4	82	8	62
	MY TRAVEL AIRWAYS UK	C	26	0	0	65	8	8	12	8	0	39	88	6	33
	THOMAS COOK AIRLINES LTD	C	34	1	0	94	6	0	0	0	0	2	88	4	49
TOTAL ALICANTE			471	2	0	82	8	5	5	0	0	13	77	15	320
ALMERIA	BMI BRITISH MIDLAND	C	10	0	0	90	10	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	56	33	0	11	0	0	16	78	4	9
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	16	90	6	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	5	100	2	8
TOTAL ALMERIA			38	0	0	82	11	0	8	0	0	10	76	7	45
BARCELONA	BMI BRITISH MIDLAND	S	62	0	0	60	21	19	0	0	0	14	0	0	0
	EUROPEAN AIR CHARTER	C	8	0	0	50	38	0	13	0	0	18	0	0	0
	IBERIA	S	62	0	0	73	23	5	0	0	0	8	54	18	59
TOTAL BARCELONA			132	1	0	65	23	11	1	0	0	12	57	18	67
GERONA	BRITANNIA AIRWAYS	C	15	0	0	67	13	13	0	7	0	28	81	47	16
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	11	11	0	0	17	63	30	8
	THOMAS COOK AIRLINES LTD	C	12	0	0	92	8	0	0	0	0	3	90	3	10
TOTAL GERONA			38	0	0	76	11	8	3	3	0	16	73	24	64
IBIZA	BRITANNIA AIRWAYS	C	28	0	0	82	4	0	14	0	0	18	81	19	32
	FIRST CHOICE AIRWAYS LTD	C	31	0	0	94	3	3	0	0	0	4	94	3	32
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	100	2	9
	MY TRAVEL AIRWAYS UK	C	22	0	0	86	5	5	5	0	0	7	91	8	22
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	0	6	0	6	32	100	1	21
TOTAL IBIZA			107	0	0	87	5	2	6	0	1	13	91	8	126
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	108	0	0	76	13	6	5	1	0	15	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL MADRID</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>35</b>	<b>41</b>	105
<b>MAHON</b>	BRITANNIA AIRWAYS	C	24	2	0	88	8	0	0	0	4	18	82	51	22
	EXCEL AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	3	88	6	8
	FIRST CHOICE AIRWAYS LTD	C	39	2	0	74	5	5	15	0	0	16	76	14	46
	FUTURA AIRLINES	C	10	0	0	80	0	10	10	0	0	15	0	0	0
	MONARCH AIRLINES	C	23	0	0	91	4	4	0	0	0	4	100	3	16
	MY TRAVEL AIRWAYS UK	C	26	0	0	58	8	12	19	4	0	40	65	48	20
	THOMAS COOK AIRLINES LTD	C	29	0	0	100	0	0	0	0	0	0	81	29	27
<b>TOTAL MAHON</b>			<b>160</b>	<b>4</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>80</b>	<b>26</b>	139
<b>MALAGA</b>	AIR CORDIAL LTD	C	16	0	0	13	13	38	13	0	25	149	44	19	9
	BMI BRITISH MIDLAND	S	62	0	0	50	27	19	3	0	0	20	0	0	0
	BRITANNIA AIRWAYS	C	27	0	0	63	26	7	4	0	0	14	54	44	26
	EUROPEAN AIR CHARTER	C	4	0	0	0	50	0	0	50	0	151	50	39	8
	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	100	6	4
	FIRST CHOICE AIRWAYS LTD	C	119	0	0	95	1	1	3	0	0	4	67	15	48
	MONARCH AIRLINES	C	24	0	0	79	4	8	8	0	0	16	62	32	47
	MONARCH AIRLINES	S	124	0	0	90	6	4	0	0	0	5	77	9	62
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	6	17	11	0	0	22	58	21	36
	THOMAS COOK AIRLINES LTD	C	24	0	0	79	8	0	8	0	4	34	85	12	48
<b>TOTAL MALAGA</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>66</b>	<b>21</b>	310
<b>MURCIA SAN JAVIER</b>	ASTRAEUS LTD	C	16	0	0	81	0	6	13	0	0	15	70	19	10
	BMI BRITISH MIDLAND	S	8	0	0	25	0	0	75	0	0	96	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>61</b>	<b>19</b>	18
<b>PALMA DE MALLORCA</b>	BMI BRITISH MIDLAND	S	62	0	0	61	19	15	5	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	79	1	0	77	10	9	4	0	0	11	68	34	80
	EUROPEAN AIR CHARTER	C	8	0	0	13	38	0	50	0	0	53	50	64	8
	EXCEL AIRWAYS LTD	C	14	0	0	71	14	14	0	0	0	9	100	0	2
	FIRST CHOICE AIRWAYS LTD	C	65	0	0	80	6	14	0	0	0	8	76	13	75
	IBERWORLD	C	4	0	0	50	25	25	0	0	0	20	100	3	4
	MONARCH AIRLINES	S	62	0	0	92	3	3	2	0	0	4	0	0	0
	MONARCH AIRLINES	C	16	0	0	81	6	0	6	6	0	25	80	9	20
	MY TRAVEL AIRWAYS UK	C	73	1	0	52	12	14	18	3	1	50	68	23	87
	SPANAIR	C	18	0	0	56	28	6	11	0	0	27	39	48	18
	THOMAS COOK AIRLINES LTD	C	54	0	0	85	9	0	6	0	0	8	90	5	48
<b>TOTAL PALMA DE MALLORCA</b>			<b>458</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>22</b>	366
<b>REUS</b>	BRITANNIA AIRWAYS	C	15	0	0	73	27	0	0	0	0	6	56	73	18
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	88	12	0	0	0	0	3	88	15	17
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	100	0	8
	MY TRAVEL AIRWAYS UK	C	23	0	0	65	13	13	0	9	0	35	76	72	17
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	100	0	11
<b>TOTAL REUS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>39</b>	71
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SPAIN</b>			<b>2040</b>	<b>11</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>21</b>	1631
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR CORDIAL LTD	C	14	0	0	64	7	14	14	0	0	21	17	51	6

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ARRECIFE	AZZURRA AIR	C	14	0	0	36	21	36	7	0	0	24	38	107	8
	BRITANNIA AIRWAYS	C	18	0	0	78	11	6	6	0	0	12	82	8	28
	EXCEL AIRWAYS LTD	C	19	0	0	74	5	16	5	0	0	12	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	35	0	0	69	11	6	14	0	0	20	69	13	42
	FUTURA AIRLINES	C	3	0	0	67	33	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	10	0	0	60	20	20	0	0	0	16	64	16	22
	MY TRAVEL AIRWAYS UK	C	18	0	0	44	11	11	33	0	0	35	71	20	17
	THOMAS COOK AIRLINES LTD	C	53	0	0	94	4	2	0	0	0	3	87	5	38
	VOLAR AIRLINES	C	3	0	0	33	67	0	0	0	0	18	0	0	0
<b>TOTAL ARRECIFE</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>18</b>	<b>177</b>	
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	8	65	23	20	
	FIRST CHOICE AIRWAYS LTD	C	19	1	0	79	21	0	0	0	6	90	5	20	
	MY TRAVEL AIRWAYS UK	C	27	1	0	63	7	15	15	0	21	67	8	18	
	THOMAS COOK AIRLINES LTD	C	22	0	0	95	0	5	0	0	3	100	2	11	
<b>TOTAL FUERTEVENTURA</b>			<b>76</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	<b>89</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	18	0	0	83	6	11	0	0	8	80	7	25	
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	6	78	9	9	
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	85	7	7	0	0	5	81	19	16	
	MY TRAVEL AIRWAYS UK	C	27	1	0	52	0	19	15	15	0	60	75	13	36
	THOMAS COOK AIRLINES LTD	C	32	0	0	75	16	3	6	0	0	11	93	3	28
<b>TOTAL LAS PALMAS</b>			<b>113</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>21</b>	<b>81</b>	<b>13</b>	<b>130</b>	
TENERIFE (SURREINA SOFIA)	AIR ATLANTA EUROPE LTD	C	10	0	0	0	30	60	10	0	41	0	0	0	
	AIR CORDIAL LTD	C	31	0	0	39	19	10	19	0	13	125	70	17	20
	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	27	4	
	AZZURRA AIR	C	15	0	0	33	20	33	7	7	0	50	25	91	8
	BMI BRITISH MIDLAND	C	10	0	0	70	20	10	0	0	11	100	15	1	
	BRITANNIA AIRWAYS	C	44	0	0	91	5	5	0	0	4	76	34	49	
	EXCEL AIRWAYS LTD	C	44	0	0	82	14	5	0	0	8	86	7	21	
	FIRST CHOICE AIRWAYS LTD	C	78	0	0	86	5	6	3	0	9	88	9	51	
	FUTURA AIRLINES	C	4	0	0	50	0	25	25	0	29	0	162	3	
	MONARCH AIRLINES	C	36	0	0	64	6	14	11	0	6	64	69	14	35
	MY TRAVEL AIRWAYS UK	C	45	2	0	58	16	11	7	4	4	48	71	32	59
	THOMAS COOK AIRLINES LTD	C	75	1	0	87	12	1	0	0	4	89	5	55	
	VOLAR AIRLINES	C	9	0	0	0	22	44	33	0	0	53	0	52	3
	<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>403</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>29</b>	<b>71</b>	<b>23</b>	<b>371</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>779</b>	<b>6</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>23</b>	<b>73</b>	<b>19</b>	<b>767</b>	
SWEDEN															
GOTEBORG	CITY AIRLINE	S	50	0	1	98	2	0	0	0	4	74	11	94	
<b>TOTAL GOTEBORG</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>11</b>	<b>148</b>	
STOCKHOLM (ARLANDA)	SKYWAYS EXPRESS	S	145	0	0	94	2	2	1	0	3	92	5	100	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>6</b>	<b>123</b>	
<b>TOTAL SWEDEN</b>			<b>196</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>271</b>	
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	108	0	0	77	18	5	1	0	9	80	8	158	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BASLE MULHOUSE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>158</b>
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	106	1	0	83	13	3	1	0	0	6	0	0	0
<b>TOTAL GENEVA</b>			<b>106</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>12</b>	<b>62</b>
ZURICH	BRITISH AIRWAYS CITIEXPRESS L	S	108	0	0	78	12	9	1	0	0	9	0	0	0
	SWISS AIRLINES	S	173	1	0	68	17	9	6	0	0	16	50	25	186
<b>TOTAL ZURICH</b>			<b>281</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>48</b>	<b>24</b>	<b>294</b>
<b>TOTAL SWITZERLAND</b>			<b>495</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>18</b>	<b>514</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	C	3	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL DAMASCUS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SYRIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	6	0	0	33	33	33	0	0	0	30	50	177	8
<b>TOTAL PORT OF SPAIN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>177</b>	<b>8</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>177</b>	<b>8</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	9	1	0	33	44	11	11	0	0	25	60	33	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	17	100	0	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	12	24	6	0	0	18	47	39	19
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	5	67	13	9
<b>TOTAL MONASTIR</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>28</b>	<b>48</b>
<b>TOTAL TUNISIA</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>28</b>	<b>48</b>
<b>TURKEY</b>															
ANKARA (ESENBOGA)	PEGASUS AIRLINES	C	2	0	0	0	50	50	0	0	0	34	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
ANTALYA	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	63	0	0	0	0	15	57	22	7
	KIBRIS TURKISH AIRLINES - KTHY	C	2	0	0	0	0	0	100	0	0	86	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	0	14	0	0	0	10	43	41	7
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	25	6	0	0	0	9	92	3	25
<b>TOTAL ANTALYA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>13</b>	<b>39</b>
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	0	71	11	7
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	92	8	0	0	0	0	4	73	9	15
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	2	100	6	2
	MY TRAVEL AIRWAYS UK	C	12	0	0	92	0	8	0	0	0	3	75	9	16
	ONUR AIR	C	3	0	0	33	0	67	0	0	0	32	0	0	0
	THOMAS COOK AIRLINES LTD	C	11	0	0	91	0	9	0	0	0	6	100	2	16
<b>TOTAL BODRUM (MILAS)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>56</b>
DALAMAN	AIR ATLANTA EUROPE LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	9	50	17	8
	BRITANNIA AIRWAYS	C	13	0	0	54	8	8	31	0	0	30	88	7	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DALAMAN	EXCEL AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	0	17	1
	FIRST CHOICE AIRWAYS LTD	C	41	0	0	90	7	2	0	0	4	85	5	34	
	KIBRIS TURKISH AIRLINES - KTHY	S	24	0	0	63	25	13	0	0	12	38	27	16	
	MY TRAVEL AIRWAYS UK	C	31	0	0	68	6	10	3	6	54	60	56	25	
	ONUR AIR	C	9	0	0	67	22	11	0	0	11	0	0	0	
	THOMAS COOK AIRLINES LTD	C	26	0	0	92	4	4	0	0	2	77	7	31	
<b>TOTAL DALAMAN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>68</b>	<b>20</b>	<b>126</b>	
ISTANBUL	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	1	0	0	0	
	EXCEL AIRWAYS LTD	C	7	0	0	57	29	14	0	0	11	0	0	0	
	THY TURK HAVA YOLLARI TURKIS	S	44	0	0	18	27	43	11	0	38	25	28	36	
<b>TOTAL ISTANBUL</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26</b>	<b>38</b>	<b>9</b>	<b>0</b>	<b>33</b>	<b>25</b>	<b>28</b>	<b>36</b>	
IZMIR (ADNAM MENDERES)	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	3	0	0	0	
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	1	88	7	8	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>8</b>	
<b>TOTAL TURKEY</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>17</b>	<b>67</b>	<b>17</b>	<b>265</b>	
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	0	0	70	19	7	3	0	1	20	67	13	61
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>67</b>	<b>13</b>	<b>61</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>67</b>	<b>13</b>	<b>61</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	156	0	0	92	4	3	1	0	4	92	4	154	
	BRITISH AIRWAYS CITIEXPRESS L	S	176	0	0	85	9	3	3	0	8	84	10	219	
<b>TOTAL ABERDEEN</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>418</b>	
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	289	0	0	81	8	7	4	0	11	0	0	0	
<b>TOTAL BELFAST CITY</b>			<b>289</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>14</b>	<b>294</b>	
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	170	0	2	80	9	7	3	1	13	0	0	0	
	EUJET	C	2	0	0	50	0	0	50	0	51	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>172</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	0	33	0	59	0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR	S	60	0	0	75	13	7	5	0	12	66	23	56	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>23</b>	<b>56</b>	
EDINBURGH	BMI REGIONAL	S	252	0	0	88	9	2	1	0	6	94	3	255	
	BRITISH AIRWAYS CITIEXPRESS L	S	318	1	0	82	11	5	2	0	9	81	11	52	
	EUJET	C	2	0	0	50	50	0	0	0	9	0	0	0	
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	5	0	0	0	
<b>TOTAL EDINBURGH</b>			<b>574</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>552</b>	
GATWICK	BRITISH AIRWAYS PLC	S	396	1	0	89	6	3	2	0	6	78	11	400	
	FIRST CHOICE AIRWAYS LTD	C	4	1	0	75	25	0	0	0	4	100	0	1	
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	33	0	0	0	
<b>TOTAL GATWICK</b>			<b>404</b>	<b>11</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>402</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GLASGOW	BAE SYSTEMS (CORP AIR TVL) LT	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BMI REGIONAL	S	239	0	0	92	4	2	1	0	0	5	93	4	246
	BRITISH AIRWAYS CITIEXPRESS L	S	305	1	0	83	8	7	3	0	0	9	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL GLASGOW</b>			<b>552</b>	<b>4</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>489</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	198	0	0	90	6	3	1	0	6	87	8	173	
<b>TOTAL GUERNSEY</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>187</b>	
HEATHROW	BMI BRITISH MIDLAND	S	474	0	5	68	17	11	3	0	13	79	11	433	
	BRITISH AIRWAYS PLC	S	618	0	1	74	17	7	2	0	10	76	12	612	
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	15	0	0	0	
<b>TOTAL HEATHROW</b>			<b>1095</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>1046</b>	
INVERNESS	EASTERN AIRWAYS	S	138	0	0	94	1	4	1	0	5	0	0	0	
<b>TOTAL INVERNESS</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	207	0	0	92	5	3	0	0	4	85	9	186	
<b>TOTAL ISLE OF MAN</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>186</b>	
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	S	141	0	0	82	7	6	5	0	11	0	0	0	
	FLYBE.BRITISH EUROPEAN	C	2	0	0	50	0	50	0	0	23	0	0	0	
	VLM (BELGIUM)	S	10	0	0	90	0	0	10	0	18	0	0	0	
<b>TOTAL JERSEY</b>			<b>153</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>153</b>	
LONDON CITY	VLM (BELGIUM)	S	382	0	4	97	2	0	1	0	3	94	3	242	
<b>TOTAL LONDON CITY</b>			<b>382</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>3</b>	<b>242</b>	
NORWICH	EASTERN AIRWAYS	S	138	0	0	99	1	0	0	0	1	91	6	138	
<b>TOTAL NORWICH</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>138</b>	
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	154	0	0	76	16	5	4	0	11	0	0	0	
<b>TOTAL SOUTHAMPTON</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>11</b>	<b>147</b>	
STANSTED	EASTERN AIRWAYS	S	138	0	0	93	7	0	0	0	4	0	0	0	
<b>TOTAL STANSTED</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>14</b>	<b>131</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>4993</b>	<b>21</b>	<b>23</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>4442</b>	
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	90	3	3	3	0	6	90	5	61	
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>61</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	97	3	0	0	0	1	89	6	62	
	BMI BRITISH MIDLAND	S	62	0	0	94	5	2	0	0	3	87	7	62	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>124</b>	
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	10	10	0	19	70	20	10	
<b>TOTAL LAS VEGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>20</b>	<b>10</b>	
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	93	5	2	0	0	3	90	8	60	
	PAKISTAN INTL AIRLINES	S	35	0	0	63	6	23	9	0	20	44	52	34	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>24</b>	<b>94</b>	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	90	6	0	3	0	0	7	90	3	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>3</b>	<b>60</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	52	1	3	71	12	2	6	4	6	94	81	14	53
<b>TOTAL ORLANDO</b>			<b>52</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>12</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>94</b>	<b>81</b>	<b>14</b>	<b>53</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	95	2	3	0	0	0	3	92	4	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>62</b>
SANFORD	AIR ATLANTA ICELANDIC	C	9	0	0	44	22	11	22	0	0	34	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	76	6	0	6	0	12	55	88	6	8
	EUROPEAN AIR CHARTER	C	30	1	0	63	17	13	7	0	0	15	62	39	21
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	100	0	0	0	0	0	2	82	18	17
	MONARCH AIRLINES	C	3	0	0	0	33	0	0	33	33	246	0	0	0
	MY TRAVEL AIRWAYS UK	C	44	0	0	57	20	11	5	7	0	31	71	12	42
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	22	0	0	0	8	75	29	16
<b>TOTAL SANFORD</b>			<b>123</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>32</b>	<b>73</b>	<b>20</b>	<b>104</b>
WASHINGTON (DULLES)	BMI BRITISH MIDLAND	S	53	0	0	98	0	2	0	0	0	1	94	5	51
<b>TOTAL WASHINGTON (DULLES)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>5</b>	<b>51</b>
<b>TOTAL USA</b>			<b>644</b>	<b>2</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>84</b>	<b>12</b>	<b>619</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	33	33	0	0	0	24	100	5	2
<b>TOTAL PORLAMAR</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>5</b>	<b>2</b>
<b>TOTAL VENEZUELA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>5</b>	<b>2</b>
<b>TOTAL MANCHESTER</b>			<b>17514</b>	<b>82</b>	<b>64</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>16</b>	<b>16033</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	162	0	0	93	6	1	1	0	0	4	93	3	218
<b>TOTAL BRUSSELS</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>3</b>	<b>218</b>
OSTEND	EUJET	C	2	0	0	50	0	0	50	0	0	53	0	0	0
<b>TOTAL OSTEND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>3</b>	<b>218</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL BURGAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>9</b>	<b>2</b>
<b>TOTAL BULGARIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>9</b>	<b>2</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	2	0	0	100	0	0	0	0	0	10	100	7	2
<b>TOTAL TORONTO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>7</b>	<b>2</b>
<b>TOTAL CANADA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>7</b>	<b>2</b>
<b>CYPRUS</b>															
LARNACA	AIR CORDIAL LTD	C	4	0	0	50	0	0	50	0	0	51	0	28	4
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	63	34	8
	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	9	50	14	4
	HELIOS AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	10	25	17	8
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	0	29	0	0	33	60	35	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	0	10	0	0	13	78	33	9
<b>TOTAL LARNACA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>29</b>	<b>43</b>
PAPHOS	BRITANNIA AIRWAYS	C	7	0	0	71	0	14	14	0	0	18	100	0	7
	EUROCYPRIA AIRLINES LTD	C	17	0	0	82	18	0	0	0	0	4	10	34	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	0	11	0	22	0	52	78	14	9
<b>TOTAL PAPHOS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>18</b>	<b>26</b>
<b>TOTAL CYPRUS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>25</b>	<b>69</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	63	29	5	3	0	0	15	0	0	0
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>29</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>29</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	34	0	0	62	15	12	12	0	0	24	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	61	24	10	5	0	0	18	0	0	0
	FLYBE.BRITISH EUROPEAN	S	126	0	0	79	13	4	4	0	0	10	62	24	162
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>24</b>	<b>162</b>
<b>TOTAL FRANCE</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>24</b>	<b>162</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	54	0	0	80	11	2	7	0	0	11	62	22	52

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DUSSELDORF			54	0	0	80	11	2	7	0	0	11	62	22	52
TOTAL GERMANY			54	0	0	80	11	2	7	0	0	11	62	22	52
GREECE															
ATHENS	AEGEAN AIRLINES	C	5	0	0	20	0	60	20	0	0	38	40	19	5
TOTAL ATHENS			5	0	0	20	0	60	20	0	0	38	40	19	5
CORFU	AIR CORDIAL LTD	C	2	0	0	100	0	0	0	0	6	100	5	4	
	BRITANNIA AIRWAYS	C	9	0	0	44	0	11	33	0	11	155	88	5	8
	HOLA AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	29	29	0	0	20	71	11	7	
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	2	100	1	8	
TOTAL CORFU			27	0	0	67	7	11	11	0	4	58	80	7	30
HERAKLION	AIR CORDIAL LTD	C	4	0	0	100	0	0	0	0	7	0	63	4	
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	100	0	7	
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	50	0	0	24	0	0	0	
	MONARCH AIRLINES	C	5	0	0	40	20	20	20	0	37	0	0	0	
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	29	14	29	0	38	100	3	9	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	14	78	34	9	
TOTAL HERAKLION			37	0	0	70	8	11	11	0	18	72	30	32	
KEFALLINIA	HOLA AIRLINES	C	2	0	0	100	0	0	0	0	3	0	0	0	
TOTAL KEFALLINIA			4	0	0	75	0	25	0	0	13	60	22	5	
KOS	AIR CORDIAL LTD	C	4	0	0	100	0	0	0	0	2	75	8	4	
	EXCEL AIRWAYS LTD	C	3	0	0	67	0	33	0	0	13	0	0	0	
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	7	88	10	8	
TOTAL KOS			14	0	0	86	7	7	0	0	7	67	26	15	
RHODES	AIR CORDIAL LTD	C	4	2	0	0	25	50	25	0	45	0	24	4	
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	1	80	4	5	
	EXCEL AIRWAYS LTD	C	4	0	0	25	25	50	0	0	29	0	0	0	
	HOLA AIRLINES	C	4	0	0	50	0	25	25	0	28	0	0	0	
	ISLANDSFLUG	C	4	0	0	0	25	25	50	0	78	29	21	7	
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	22	0	22	100	0	8	
TOTAL RHODES			35	3	0	51	11	17	20	0	29	57	36	37	
SALONIKA	AIR CORDIAL LTD	C	3	0	0	100	0	0	0	0	4	50	10	4	
TOTAL SALONIKA			4	0	0	100	0	0	0	0	3	78	5	9	
SKIATHOS	AIR CORDIAL LTD	C	3	0	0	100	0	0	0	0	7	100	0	1	
	HOLA AIRLINES	C	2	0	0	50	50	0	0	0	12	0	0	0	
TOTAL SKIATHOS			6	0	0	83	17	0	0	0	7	75	15	4	
THIRA (SANTORINI)	AIR CORDIAL LTD	C	4	0	0	100	0	0	0	0	5	67	8	3	
TOTAL THIRA (SANTORINI)			4	0	0	100	0	0	0	0	5	67	8	3	
ZAKINTHOS	BRITANNIA AIRWAYS	C	5	0	0	100	0	0	0	0	2	100	6	7	
	EXCEL AIRWAYS LTD	C	3	0	0	33	0	33	33	0	45	0	0	0	
	HOLA AIRLINES	C	2	0	0	50	50	0	0	0	12	0	0	0	
	MY TRAVEL AIRWAYS UK	C	5	0	0	100	0	0	0	0	3	89	3	9	
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	86	3	7	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ZAKINTHOS			22	0	0	86	5	5	5	0	0	8	81	9	26
TOTAL GREECE			158	3	0	70	8	12	10	0	1	24	70	21	166
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	124	0	0	88	7	2	2	0	0	7	0	0	0
TOTAL DUBLIN			124	0	0	88	7	2	2	0	0	7	83	13	223
TOTAL IRISH REPUBLIC			124	0	0	88	7	2	2	0	0	7	83	13	223
ITALY															
TOTAL PALERMO			2	0	0	50	50	0	0	0	0	14	50	58	2
TOTAL VERONA			3	0	0	100	0	0	0	0	0	0	0	19	1
TOTAL ITALY			6	0	0	67	33	0	0	0	0	8	42	50	24
MALTA															
MALTA	AIR MALTA	C	10	0	0	80	20	0	0	0	0	5	84	9	19
	MY TRAVEL AIRWAYS UK	C	8	1	0	50	25	0	25	0	0	33	0	0	0
TOTAL MALTA			18	1	0	67	22	0	11	0	0	18	84	9	19
TOTAL MALTA			18	1	0	67	22	0	11	0	0	18	84	9	19
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	292	0	0	73	15	9	3	0	0	13	0	0	0
	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL AMSTERDAM			294	0	0	73	15	9	3	0	0	13	74	14	350
ROTTERDAM	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL ROTTERDAM			2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL NETHERLANDS			296	0	0	73	15	8	3	0	0	13	74	14	350
NORWAY															
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	52	0	2	92	4	4	0	0	0	5	83	8	54
TOTAL STAVANGER			52	0	2	92	4	4	0	0	0	5	83	8	54
TOTAL NORWAY			52	0	2	92	4	4	0	0	0	5	83	8	54
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR LUXOR	C	15	0	0	47	20	27	7	0	0	23	0	85	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	38	47	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	1	100	1	18
TOTAL FARO			41	0	0	80	7	10	2	0	0	9	62	31	34
TOTAL PORTUGAL(EXCLUDING MADEIRA)			41	0	0	80	7	10	2	0	0	9	62	31	34
PORTUGAL(MADEIRA)															
FUNCHAL	EUROATLANTIC AIRWAYS	C	6	2	0	83	17	0	0	0	0	4	100	2	7
TOTAL FUNCHAL			6	2	0	83	17	0	0	0	0	4	100	2	7
TOTAL PORTUGAL(MADEIRA)			6	2	0	83	17	0	0	0	0	4	100	2	7

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS	C	26	0	0	88	4	0	4	4	0	15	100	1	27
	EASYJET AIRLINE COMPANY LTD	S	75	1	0	63	17	19	1	0	0	15	0	0	0
	HOLA AIRLINES	C	8	0	0	63	0	13	13	13	0	40	0	0	0
	MY TRAVEL AIRWAYS UK	C	24	0	0	63	4	17	17	0	0	25	44	21	18
	THOMAS COOK AIRLINES LTD	C	15	0	0	87	7	7	0	0	0	6	67	13	18
<b>TOTAL ALICANTE</b>			<b>148</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>10</b>	<b>71</b>
<b>BARCELONA</b>	AIR HOLLAND	S	12	3	6	58	25	8	8	0	0	20	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	47	24	18	6	3	2	37	0	0	0
	TRAVEL SERVICE ESPANA	C	2	0	0	0	0	0	0	100	0	239	0	0	0
<b>TOTAL BARCELONA</b>			<b>76</b>	<b>3</b>	<b>6</b>	<b>47</b>	<b>24</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>39</b>	<b>50</b>	<b>14</b>	<b>8</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	1	86	3	7
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	0	5	71	143	7
<b>TOTAL GERONA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>73</b>	<b>14</b>
<b>IBIZA</b>	BRITANNIA AIRWAYS	C	16	0	0	100	0	0	0	0	0	1	80	13	15
	MY TRAVEL AIRWAYS UK	C	15	0	0	80	0	0	20	0	0	19	64	51	14
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	63	21	8
<b>TOTAL IBIZA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>29</b>	<b>37</b>
<b>MAHON</b>	BRITANNIA AIRWAYS	C	16	0	0	100	0	0	0	0	0	0	78	7	9
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	1	7
	IBERWORLD	C	9	0	0	100	0	0	0	0	0	0	86	4	7
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	0	6	6	0	0	12	73	17	15
<b>TOTAL MAHON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>38</b>
<b>MALAGA</b>	AIR CORDIAL LTD	C	4	0	0	100	0	0	0	0	0	3	25	19	4
	BRITANNIA AIRWAYS	C	16	0	0	81	19	0	0	0	0	8	81	7	16
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	82	6	0	12	0	0	10	88	5	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	4	8
<b>TOTAL MALAGA</b>			<b>49</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>49</b>
<b>PALMA DE MALLORCA</b>	AIR CORDIAL LTD	C	4	0	0	75	25	0	0	0	0	14	0	43	4
	AIR HOLLAND	S	8	0	0	75	25	0	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	96	0	0	4	0	0	4	65	16	26
	EUROPEAN AIR CHARTER	C	4	0	0	50	25	25	0	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	17	0	50	33	0	0	46	0	0	0
	MY TRAVEL AIRWAYS UK	C	24	0	0	75	4	8	4	0	8	56	53	28	17
	SPANAIR	C	16	0	0	38	25	25	13	0	0	28	59	21	22
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	19	6	0	0	0	7	67	21	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>63</b>	<b>20</b>	<b>112</b>
<b>REUS</b>	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	1	80	19	10
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	57	14	29	0	0	0	15	67	33	9
	MY TRAVEL AIRWAYS UK	C	12	0	0	75	17	0	8	0	0	12	79	78	14
<b>TOTAL REUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>48</b>	<b>33</b>
<b>TOTAL SPAIN</b>			<b>514</b>	<b>5</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>72</b>	<b>21</b>	<b>362</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	100	1	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	13	13	0	0	34	67	264	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	10	20	0	0	19	100	0	9
<b>TOTAL ARRECIFE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>83</b>	<b>29</b>
<b>FUERTEVENTURA</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>3</b>	<b>10</b>
<b>LAS PALMAS</b>															
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	67	19	9
	FUTURA AIRLINES	C	8	0	0	63	38	0	0	0	0	12	69	15	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	38	25	0	0	48	63	12	8
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>15</b>	<b>33</b>
<b>TENERIFE (SURREINA SOFIA)</b>															
	BRITANNIA AIRWAYS	C	17	0	0	88	0	0	0	12	0	23	56	31	18
	EXCEL AIRWAYS LTD	C	14	0	0	64	21	14	0	0	0	16	25	32	4
	HOLA AIRLINES	C	10	0	0	50	50	0	0	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	6	0	6	0	0	8	72	14	18
	THOMAS COOK AIRLINES LTD	C	20	0	0	95	5	0	0	0	0	1	88	6	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>22</b>	<b>67</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>32</b>	<b>139</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	0	71	50	7
<b>TOTAL MONASTIR</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>50</b>	<b>7</b>
<b>TOTAL TUNISIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>50</b>	<b>7</b>
<b>TURKEY</b>															
<b>BODRUM (MILAS)</b>	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	29	0	0	0	12	88	6	8
	ONUR AIR	C	7	0	0	57	43	0	0	0	0	12	86	7	7
	PEGASUS AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	<b>15</b>
<b>DALAMAN</b>															
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	6	13	0	0	13	100	75	19	16
	ONUR AIR	C	3	0	0	100	0	0	0	0	0	5	57	14	7
	PEGASUS AIRLINES	C	7	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	86	3	7
<b>TOTAL DALAMAN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>41</b>	<b>73</b>	<b>14</b>	<b>30</b>
<b>TOTAL TURKEY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>32</b>	<b>75</b>	<b>13</b>	<b>55</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	EASTERN AIRWAYS	S	203	0	0	83	7	7	1	1	0	11	0	0	0
<b>TOTAL ABERDEEN</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>10</b>	<b>236</b>
<b>BELFAST CITY</b>	FLYBE.BRITISH EUROPEAN	S	228	0	0	89	5	3	2	0	0	7	93	5	280
<b>TOTAL BELFAST CITY</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>5</b>	<b>280</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	122	0	2	70	16	12	2	1	0	15	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BELFAST INTERNATIONAL			122	0	2	70	16	12	2	1	0	15	0	0	0
BIRMINGHAM	EASTERN AIRWAYS	S	184	0	0	87	6	7	0	0	0	6	0	0	0
TOTAL BIRMINGHAM			184	0	0	87	6	7	0	0	0	6	82	12	190
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	109	0	0	67	12	6	15	0	0	20	73	17	247
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	69	15	7	7	2	0	21	0	0	0
TOTAL BRISTOL			233	0	0	68	13	7	11	1	0	20	73	17	247
GATWICK	BRITISH AIRWAYS PLC	S	248	0	0	86	8	4	1	0	0	8	0	0	0
TOTAL GATWICK			248	0	0	86	8	4	1	0	0	8	66	15	247
HEATHROW	BRITISH AIRWAYS PLC	S	342	0	0	74	15	9	1	0	0	12	76	14	338
TOTAL HEATHROW			342	0	0	74	15	9	1	0	0	12	76	14	338
ISLE OF MAN	EASTERN AIRWAYS	S	10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL ISLE OF MAN			10	0	0	100	0	0	0	0	0	2	0	0	0
JERSEY	FLYBE.BRITISH EUROPEAN	S	2	2	0	100	0	0	0	0	0	4	0	0	0
TOTAL JERSEY			2	2	0	100	0	0	0	0	0	4	0	0	0
SOUTHAMPTON	EASTERN AIRWAYS	S	145	0	0	78	13	7	2	0	0	12	0	0	0
	EUJET	C	2	0	0	0	50	50	0	0	0	28	0	0	0
TOTAL SOUTHAMPTON			147	0	0	77	14	7	2	0	0	12	81	12	121
STANSTED	EASYJET AIRLINE COMPANY LTD	S	232	0	2	72	15	7	6	0	0	15	0	0	0
TOTAL STANSTED			232	0	2	72	15	7	6	0	0	15	75	15	182
TOTAL UNITED KINGDOM			1952	4	4	79	11	7	3	0	0	12	79	12	1844
USA															
SANFORD	MONARCH AIRLINES	C	8	0	0	38	38	25	0	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	63	21	8
TOTAL SANFORD			17	0	0	71	18	12	0	0	0	10	53	48	17
TOTAL USA			17	0	0	71	18	12	0	0	0	10	53	48	17
TOTAL NEWCASTLE			3970	15	12	78	11	7	4	0	0	13	76	15	3808

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	62	0	0	90	8	2	0	0	0	5	79	19	66
<b>TOTAL GRAZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>19</b>	<b>66</b>
KLAGENFURT	RYANAIR	S	61	1	0	100	0	0	0	0	0	1	84	9	62
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KLAGENFURT</b>			<b>63</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>62</b>
SALZBURG	RYANAIR	S	123	1	0	82	13	5	0	0	0	7	79	11	121
<b>TOTAL SALZBURG</b>			<b>123</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	<b>121</b>
<b>TOTAL AUSTRIA</b>			<b>248</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>12</b>	<b>249</b>
<b>BELGIUM</b>															
CHARLEROI	RYANAIR	S	224	0	0	90	6	3	1	0	0	7	86	8	238
<b>TOTAL CHARLEROI</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>238</b>
OSTEND	RYANAIR	S	62	0	0	95	3	2	0	0	0	2	0	0	0
<b>TOTAL OSTEND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>238</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL BURGAS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	48	2	0	69	27	4	0	0	0	12	44	27	32
	HELIOS AIRWAYS LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL LARNACA</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>44</b>	<b>27</b>	<b>32</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	S	10	0	0	80	20	0	0	0	0	8	100	3	10
<b>TOTAL PAPHOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>3</b>	<b>10</b>
<b>TOTAL CYPRUS</b>			<b>71</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>21</b>	<b>42</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	106	0	2	68	24	5	4	0	0	13	49	18	68
	EASYJET AIRLINE COMPANY LTD	S	175	3	0	82	5	10	3	0	0	10	0	0	0
<b>TOTAL PRAGUE</b>			<b>282</b>	<b>3</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>19</b>	<b>204</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>282</b>	<b>3</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>19</b>	<b>204</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	114	2	0	87	9	2	3	0	0	9	58	19	108
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>114</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>19</b>	<b>108</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	176	2	0	72	17	6	5	0	0	13	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>176</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>19</b>	<b>118</b>
ESBJERG	RYANAIR	S	62	0	0	90	3	6	0	0	0	5	65	12	62



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ESBJERG			62	0	0	90	3	6	0	0	0	5	65	12	62
TOTAL DENMARK			352	4	0	80	12	5	3	0	0	10	59	18	288
FED REP YUGO SERBIA M'ENEGRO															
PRISTINA	CHANNEL EXPRESS (AIR SVS)	C	4	1	0	50	50	0	0	0	0	16	100	0	1
TOTAL PRISTINA			4	1	0	50	50	0	0	0	0	16	100	5	5
TOTAL FED REP YUGO SERBIA M'ENEGRO			4	1	0	50	50	0	0	0	0	16	86	10	7
FINLAND															
HELSINKI	FLYING FINN	S	60	0	2	87	0	0	3	10	0	28	0	0	0
TOTAL HELSINKI			60	0	2	87	0	0	3	10	0	28	0	0	0
TAMPERE	RYANAIR	S	4	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL TAMPERE			4	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL FINLAND			64	0	2	88	0	0	3	9	0	26	0	0	0
FRANCE															
BERGERAC	RYANAIR	S	70	0	0	89	9	3	0	0	0	5	0	0	0
TOTAL BERGERAC			70	0	0	89	9	3	0	0	0	5	53	20	58
BIARRITZ	RYANAIR	S	75	1	0	83	15	3	0	0	0	6	82	12	60
TOTAL BIARRITZ			75	1	0	83	15	3	0	0	0	6	82	12	62
BREST	RYANAIR	S	62	0	0	90	6	2	2	0	0	5	0	0	0
TOTAL BREST			62	0	0	90	6	2	2	0	0	5	78	20	58
CARCASSONNE	RYANAIR	S	110	2	0	62	31	7	0	0	0	12	84	11	113
TOTAL CARCASSONNE			110	2	0	62	31	7	0	0	0	12	84	11	113
CLERMONT FERRAND	RYANAIR	S	62	0	0	84	11	5	0	0	0	8	0	0	0
TOTAL CLERMONT FERRAND			62	0	0	84	11	5	0	0	0	8	0	0	0
DINARD	RYANAIR	S	70	0	0	86	9	6	0	0	0	7	79	9	62
TOTAL DINARD			70	0	0	86	9	6	0	0	0	7	80	9	64
LA ROCHELLE	RYANAIR	S	61	1	0	92	3	5	0	0	0	4	0	0	0
TOTAL LA ROCHELLE			61	1	0	92	3	5	0	0	0	4	44	27	64
LIMOGES	RYANAIR	S	62	0	0	92	8	0	0	0	0	5	0	0	0
TOTAL LIMOGES			62	0	0	92	8	0	0	0	0	5	72	19	58
LYON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	13	6	5	2	0	15	0	0	0
TOTAL LYON			62	0	0	74	13	6	5	2	0	15	60	15	20
MONTPELLIER	RYANAIR	S	70	0	0	73	11	10	6	0	0	15	81	8	62
TOTAL MONTPELLIER			71	0	0	72	11	11	6	0	0	16	81	8	62
NICE	EASYJET AIRLINE COMPANY LTD	S	76	0	6	82	9	4	5	0	0	11	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	26	0	0	0
TOTAL NICE			79	0	6	81	9	5	5	0	0	12	82	8	114
NIMES	RYANAIR	S	53	1	0	58	25	15	2	0	0	15	45	22	114

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NIMES			53	1	0	58	25	15	2	0	0	15	45	22	114
PAU	RYANAIR	S	62	1	0	76	16	8	0	0	0	10	0	0	0
TOTAL PAU			62	1	0	76	16	8	0	0	0	10	0	0	0
PERPIGNAN	RYANAIR	S	61	0	1	82	11	7	0	0	0	9	61	19	62
TOTAL PERPIGNAN			61	0	1	82	11	7	0	0	0	9	61	19	62
POITIERS	RYANAIR	S	62	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL POITIERS			62	0	0	100	0	0	0	0	0	2	78	26	58
REIMS	RYANAIR	S	62	0	0	55	21	16	8	0	0	20	0	0	0
TOTAL REIMS			62	0	0	55	21	16	8	0	0	20	0	0	0
RODEZ	RYANAIR	S	60	1	1	88	3	7	2	0	0	6	0	0	0
TOTAL RODEZ			60	1	1	88	3	7	2	0	0	6	0	0	0
ST ETIENNE	RYANAIR	S	62	0	0	90	8	2	0	0	0	4	67	20	60
TOTAL ST ETIENNE			62	0	0	90	8	2	0	0	0	4	67	20	60
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	11	0	0	36	9	45	9	0	0	27	0	44	2
	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	0	0	23	2
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			15	0	0	53	7	33	7	0	0	20	33	27	9
TOURS	RYANAIR	S	62	0	0	85	13	2	0	0	0	5	0	0	0
TOTAL TOURS			62	0	0	85	13	2	0	0	0	5	86	15	58
TOTAL FRANCE			1285	7	8	80	12	6	2	0	0	9	73	16	1761
GERMANY															
ALTENBURG - WALLBURG	RYANAIR	S	62	0	0	98	0	2	0	0	0	1	0	0	0
TOTAL ALTENBURG - WALLBURG			62	0	0	98	0	2	0	0	0	1	0	0	0
BERLIN (SCHONEFELD)	RYANAIR	S	170	0	0	95	3	2	0	0	0	4	0	0	0
TOTAL BERLIN (SCHONEFELD)			170	0	0	95	3	2	0	0	0	4	79	15	172
BERLIN (TEGEL)	AIR BERLIN	S	122	2	0	64	22	14	0	0	0	13	74	11	61
TOTAL BERLIN (TEGEL)			122	2	0	64	22	14	0	0	0	13	74	11	61
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	124	0	0	77	11	10	2	0	0	12	90	11	30
TOTAL COLOGNE (BONN)			124	4	0	77	11	10	2	0	0	12	88	12	32
DORTMUND	AIR BERLIN	S	124	0	0	84	8	6	2	0	0	9	83	7	90
TOTAL DORTMUND			124	0	0	84	8	6	2	0	0	9	83	7	90
FRIEDRICHSHAFEN	RYANAIR	S	62	0	0	95	5	0	0	0	0	5	42	26	62
TOTAL FRIEDRICHSHAFEN			62	0	0	95	5	0	0	0	0	5	42	26	62
HAHN	RYANAIR	S	304	0	0	86	9	4	0	1	0	9	68	16	230
TOTAL HAHN			304	0	0	86	9	4	0	1	0	9	68	16	230
HAMBURG	AIR BERLIN	S	62	0	0	94	5	2	0	0	0	5	0	0	0
TOTAL HAMBURG			62	0	0	94	5	2	0	0	0	5	0	0	0
HANOVER	AIR BERLIN	S	62	0	0	98	2	0	0	0	0	2	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 HANOVER			62	0	0	98	2	0	0	0	0	2	0	0	0
KARLSRUHE/BADEN BADEN	RYANAIR	S	122	0	0	81	12	5	1	1	0	11	0	0	0
TOTAL KARLSRUHE/BADEN BADEN			122	0	0	81	12	5	1	1	0	11	0	0	0
LUBECK	RYANAIR	S	170	0	0	71	19	10	0	0	0	11	76	12	110
TOTAL LUBECK			170	0	0	71	19	10	0	0	0	11	76	12	110
MOENCHENGLADBACH	AIR BERLIN	S	116	0	0	97	1	1	1	0	0	2	0	0	0
TOTAL MOENCHENGLADBACH			116	0	0	97	1	1	1	0	0	2	100	5	1
MUNICH	EASYJET AIRLINE COMPANY LTD	S	174	0	0	71	16	8	5	0	0	14	0	0	0
TOTAL MUNICH			174	1	0	71	16	8	5	0	0	14	81	10	187
MUNSTER-OSNABRUCK	AIR BERLIN	S	62	0	0	94	5	2	0	0	0	4	74	15	62
TOTAL MUNSTER-OSNABRUCK			62	0	0	94	5	2	0	0	0	4	74	15	62
NIEDERRHEIN	RYANAIR	S	167	3	0	88	7	2	2	1	0	9	0	0	0
TOTAL NIEDERRHEIN			167	3	0	88	7	2	2	1	0	9	0	0	0
NUREMBERG	AIR BERLIN	S	62	0	0	73	11	13	3	0	0	13	79	19	28
TOTAL NUREMBERG			62	0	0	73	11	13	3	0	0	13	79	19	28
PADERBORN	AIR BERLIN	S	124	0	0	98	2	0	0	0	0	2	61	16	61
TOTAL PADERBORN			124	0	0	98	2	0	0	0	0	2	61	16	61
TOTAL GERMANY			2089	10	0	85	9	5	1	0	0	8	73	15	1441
GREECE															
CORFU	BRITANNIA AIRWAYS	C	8	1	0	88	13	0	0	0	0	6	75	30	8
	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	4	100	9	1
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	1	8
TOTAL CORFU			20	1	0	95	5	0	0	0	0	3	89	14	18
HERAKLION	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	ISLANDSFLUG	C	3	0	0	67	33	0	0	0	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	38	80	6	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	100	0	8
TOTAL HERAKLION			23	0	0	74	9	9	9	0	0	15	84	33	19
KOS	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	100	1	9
TOTAL KOS			9	0	0	100	0	0	0	0	0	1	100	2	16
RHODES	AEGEAN AIRLINES	C	2	0	0	50	0	50	0	0	0	31	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	86	7	7
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	4	0	0	0
	ISLANDSFLUG	C	6	0	0	83	0	17	0	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	0	9	100	2	6
TOTAL RHODES			34	0	0	85	6	9	0	0	0	9	92	5	13
SALONIKA	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	637	1
TOTAL SALONIKA			2	0	0	100	0	0	0	0	0	0	0	637	1
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	7	1	0	100	0	0	0	0	0	1	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	22	0	0	26	78	7	9
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	7	57	27	7
<b>TOTAL ZAKINTHOS</b>			<b>24</b>	<b>3</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>15</b>	<b>17</b>
<b>TOTAL GREECE</b>			<b>112</b>	<b>4</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>22</b>	<b>85</b>
<b>ICELAND</b>															
KEFLAVIK	ASTRAEUS LTD	S	62	0	0	84	6	5	5	0	0	11	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>41</b>	<b>2</b>
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>41</b>	<b>2</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	61	1	0	90	5	3	2	0	0	7	36	26	61
<b>TOTAL CONNAUGHT</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>36</b>	<b>26</b>	<b>61</b>
CORK	RYANAIR	S	236	0	0	81	13	6	0	0	0	9	56	18	238
<b>TOTAL CORK</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>18</b>	<b>238</b>
DUBLIN	RYANAIR	S	722	0	5	79	15	5	2	0	0	10	63	15	733
<b>TOTAL DUBLIN</b>			<b>722</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>15</b>	<b>733</b>
KERRY COUNTY	RYANAIR	S	111	1	0	90	7	3	0	0	0	5	47	18	60
<b>TOTAL KERRY COUNTY</b>			<b>111</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>48</b>	<b>18</b>	<b>62</b>
SHANNON	RYANAIR	S	248	0	0	76	10	10	4	0	0	12	80	8	244
<b>TOTAL SHANNON</b>			<b>248</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>8</b>	<b>244</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1378</b>	<b>4</b>	<b>5</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>15</b>	<b>1338</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	27	1	0	44	22	22	11	0	0	26	78	10	9
<b>TOTAL TEL AVIV</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>10</b>	<b>9</b>
<b>TOTAL ISRAEL</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>10</b>	<b>9</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	112	0	0	80	18	2	0	0	0	8	54	26	112
<b>TOTAL ALGHERO/SASSARI</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>26</b>	<b>113</b>
ANCONA	RYANAIR	S	62	0	0	73	18	6	3	0	0	13	47	19	112
<b>TOTAL ANCONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>19</b>	<b>112</b>
BERGAMO	RYANAIR	S	190	1	1	85	12	3	0	0	0	7	51	21	130
<b>TOTAL BERGAMO</b>			<b>190</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>51</b>	<b>21</b>	<b>130</b>
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	18	2	3	0	0	13	0	0	0
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>19</b>	<b>62</b>
BRESCIA/MONTICHIARI	RYANAIR	S	122	0	0	53	16	20	11	0	0	23	64	15	114
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>15</b>	<b>114</b>
CATANIA (FONTANAROSSA)	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	0	0	0	100	0	0	76	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FORLI	RYANAIR	S	123	0	3	73	19	6	2	0	0	13	35	27	62
<b>TOTAL FORLI</b>			<b>123</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>35</b>	<b>27</b>	<b>62</b>
GENOA	RYANAIR	S	125	1	0	82	14	3	2	0	0	9	55	20	122
<b>TOTAL GENOA</b>			<b>125</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>20</b>	<b>122</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	63	23	12	2	0	0	14	0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>24</b>	<b>62</b>
NAPLES	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	112	0	0	79	13	3	4	0	0	10	0	0	0
<b>TOTAL NAPLES</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>26</b>	<b>123</b>
PALERMO	RYANAIR	S	62	0	0	81	11	8	0	0	0	11	0	0	0
<b>TOTAL PALERMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>2</b>
PESCARA	RYANAIR	S	60	1	1	83	12	3	2	0	0	8	58	16	60
<b>TOTAL PESCARA</b>			<b>60</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>16</b>	<b>60</b>
PISA	RYANAIR	S	220	0	3	80	11	6	2	0	0	11	50	22	224
<b>TOTAL PISA</b>			<b>220</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>22</b>	<b>224</b>
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	122	0	2	81	7	2	10	0	0	15	0	0	0
	RYANAIR	S	404	4	1	79	11	8	2	0	0	11	59	24	194
<b>TOTAL ROME (CIAMPINO)</b>			<b>526</b>	<b>4</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>22</b>	<b>318</b>
TREVISO	RYANAIR	S	234	0	0	85	10	3	3	0	0	9	62	15	180
<b>TOTAL TREVISO</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>15</b>	<b>180</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	62	0	0	87	10	3	0	0	0	7	52	33	60
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>32</b>	<b>62</b>
TURIN	RYANAIR	S	72	1	1	69	17	11	3	0	0	15	78	15	72
<b>TOTAL TURIN</b>			<b>72</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>15</b>	<b>72</b>
VENICE	EASYJET AIRLINE COMPANY LTD	S	123	1	0	73	15	9	3	0	0	14	0	0	0
<b>TOTAL VENICE</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>24</b>	<b>128</b>
<b>TOTAL ITALY</b>			<b>2335</b>	<b>9</b>	<b>12</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>21</b>	<b>1960</b>
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	98	0	2	90	4	4	2	0	0	8	89	5	152
<b>TOTAL LUXEMBOURG</b>			<b>98</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>152</b>
<b>TOTAL LUXEMBOURG</b>			<b>98</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>152</b>
MALTA															
MALTA	AIR MALTA	S	26	0	0	65	12	15	8	0	0	17	72	10	18
	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>7</b>	<b>28</b>
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>7</b>	<b>28</b>
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	34	2	2	68	18	15	0	0	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
AMSTERDAM	TRANSAVIA	S	124	0	0	85	11	3	1	0	0	8	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>158</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>346</b>
EINDHOVEN	RYANAIR	S	116	0	0	92	7	1	0	0	4	70	9	60	
<b>TOTAL EINDHOVEN</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>199</b>	
GRONINGEN	RYANAIR	S	62	0	0	79	8	10	3	0	9	0	0	0	
<b>TOTAL GRONINGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MAASTRICHT	RYANAIR	S	62	0	0	97	3	0	0	0	4	0	0	0	
<b>TOTAL MAASTRICHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>12</b>	<b>147</b>	
<b>TOTAL NETHERLANDS</b>			<b>398</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	<b>692</b>	
<b>NORWAY</b>															
HAUGESUND	RYANAIR	S	62	0	0	87	10	3	0	0	6	0	0	0	
<b>TOTAL HAUGESUND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANDEFJORD(TORP)	RYANAIR	S	168	2	1	77	17	5	0	1	11	49	26	116	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>168</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>49</b>	<b>26</b>	<b>116</b>	
<b>TOTAL NORWAY</b>			<b>230</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>49</b>	<b>26</b>	<b>116</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR LUXOR	C	2	0	0	0	0	50	50	0	0	73	50	24	2
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	1	88	5	8	
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	75	10	2	10	3	24	0	0	0	
	EUROATLANTIC AIRWAYS	C	6	0	0	17	17	67	0	0	35	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	96	4	0	0	0	2	85	5	27	
	MY TRAVEL AIRWAYS UK	C	7	1	0	86	14	0	0	0	3	100	4	7	
<b>TOTAL FARO</b>			<b>169</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>20</b>	<b>71</b>	<b>15</b>	<b>241</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>169</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>20</b>	<b>71</b>	<b>15</b>	<b>241</b>	
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	44	0	2	82	11	2	5	0	12	0	0	0	
<b>TOTAL BRATISLAVA</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>22</b>	<b>2</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>22</b>	<b>2</b>	
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	5	100	4	8	
	EASYJET AIRLINE COMPANY LTD	S	178	1	4	61	9	15	15	0	26	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	3	50	26	8	
<b>TOTAL ALICANTE</b>			<b>194</b>	<b>1</b>	<b>4</b>	<b>63</b>	<b>9</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>17</b>	<b>238</b>	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	132	1	0	61	16	11	11	1	25	0	0	0	
<b>TOTAL BARCELONA</b>			<b>133</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>25</b>	<b>73</b>	<b>24</b>	<b>132</b>	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	124	0	0	73	14	7	5	0	18	0	0	0	
<b>TOTAL BILBAO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>12</b>	<b>123</b>	
GERONA	RYANAIR	S	254	1	1	81	13	5	1	0	10	0	0	0	
<b>TOTAL GERONA</b>			<b>255</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>7</b>	<b>11</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
IBIZA	BRITANNIA AIRWAYS	C	21	0	0	90	5	5	0	0	0	5	75	46	20
	EASYJET AIRLINE COMPANY LTD	S	77	4	2	75	6	9	8	1	0	18	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	0	7
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	4	100	1	9
<b>TOTAL IBIZA</b>			<b>109</b>	<b>4</b>	<b>2</b>	<b>81</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>32</b>	<b>100</b>
JEREZ	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL JEREZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>57</b>	<b>8</b>
MAHON	BRITANNIA AIRWAYS	C	16	0	0	94	0	6	0	0	0	3	87	9	15
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	91	9	0	0	0	0	3	100	6	14
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	3	93	2	15
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	100	0	8
<b>TOTAL MAHON</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>5</b>	<b>52</b>
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	7	63	19	8
	EASYJET AIRLINE COMPANY LTD	S	187	3	1	79	9	3	9	1	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	17	0	0	0	0	7	80	11	10
<b>TOTAL MALAGA</b>			<b>213</b>	<b>5</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>14</b>	<b>213</b>
MURCIA SAN JAVIER	RYANAIR	S	131	1	0	84	13	3	0	0	0	6	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>131</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>13</b>	<b>76</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	47	0	0	94	2	0	4	0	0	6	80	12	25
	EASYJET AIRLINE COMPANY LTD	S	69	1	0	57	30	7	6	0	0	18	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	4	78	10	18
	MY TRAVEL AIRWAYS UK	C	9	1	0	67	0	0	33	0	0	42	88	10	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	12
<b>TOTAL PALMA DE MALLORCA</b>			<b>149</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>13</b>	<b>157</b>
REUS	MY TRAVEL AIRWAYS UK	C	7	0	0	71	14	14	0	0	0	8	100	4	7
<b>TOTAL REUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>3</b>	<b>10</b>
<b>TOTAL SPAIN</b>			<b>1371</b>	<b>15</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>17</b>	<b>1120</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	80	23	10
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	100	4	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	0	12	89	3	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	7	90	2	10
<b>TOTAL ARRECIFE</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>8</b>	<b>39</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	0	0	25	268	70	6	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	7	90	3	10
<b>TOTAL FUERTEVENTURA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>130</b>	<b>70</b>	<b>9</b>	<b>30</b>
LAS PALMAS	AIR EUROPA	C	8	0	0	88	13	0	0	0	0	5	63	17	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	67	12	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	50	0	0	58	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>21</b>	<b>25</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	80	13	10
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	100	2	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	0	9	100	3	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	RYANAIR	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	7	100	0	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>35</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>10</b>	<b>129</b>	
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	120	0	0	64	26	9	1	0	13	45	21	106	
<b>TOTAL GOTEBORG (SAVE)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>26</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>45</b>	<b>21</b>	<b>106</b>	
MALMO	RYANAIR	S	108	0	0	76	17	5	3	0	10	59	18	116	
<b>TOTAL MALMO</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>18</b>	<b>116</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	185	1	0	92	6	1	0	0	6	73	16	173	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>185</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>16</b>	<b>173</b>	
VASTERAS	RYANAIR	S	116	0	0	75	15	3	7	0	15	50	20	62	
<b>TOTAL VASTERAS</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>20</b>	<b>62</b>	
<b>TOTAL SWEDEN</b>			<b>529</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>18</b>	<b>457</b>	
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	63	0	0	13	27	43	17	0	43	28	34	47	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	5	75	5	8	
<b>TOTAL ANTALYA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>25</b>	<b>38</b>	<b>15</b>	<b>0</b>	<b>39</b>	<b>35</b>	<b>30</b>	<b>55</b>	
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	38	38	0	0	23	86	5	7	
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>5</b>	<b>7</b>	
DALAMAN	FIRST CHOICE AIRWAYS LTD	C	6	1	0	100	0	0	0	0	4	0	0	0	
	KIBRIS TURKISH AIRLINES - KTHY	S	11	0	0	27	36	27	9	0	34	48	38	27	
	PEGASUS AIRLINES	C	2	0	0	100	0	0	0	0	0	100	3	3	
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	6	43	16	7	
<b>TOTAL DALAMAN</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>30</b>	<b>38</b>	
ISTANBUL	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	100	0	0	0	0	0	0	0	0	
	ONUR AIR	C	22	0	0	9	18	18	45	0	9	114	0	0	
<b>TOTAL ISTANBUL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>42</b>	<b>0</b>	<b>8</b>	<b>105</b>	<b>0</b>	<b>77</b>	
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	12	0	0	58	25	17	0	0	15	30	33	20	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>33</b>	<b>20</b>	
<b>TOTAL TURKEY</b>			<b>141</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>23</b>	<b>28</b>	<b>16</b>	<b>0</b>	<b>43</b>	<b>39</b>	<b>32</b>	<b>128</b>	
<b>UNITED KINGDOM</b>															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	290	2	0	64	20	11	4	0	17	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>290</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>334</b>	
BLACKPOOL	RYANAIR	S	119	2	1	85	12	3	0	0	7	0	0	0	
<b>TOTAL BLACKPOOL</b>			<b>119</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CITY OF DERRY (EGLINTON)	RYANAIR	S	114	1	1	83	11	4	2	0	9	74	13	116	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>114</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>116</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	338	1	1	62	13	13	11	1	23	0	0	0	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2003

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 EDINBURGH			<b>338</b>	<b>3</b>	<b>1</b>	<b>62</b>	<b>13</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>12</b>	<b>398</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	285	1	1	88	5	5	3	0	0	7	0	0	0
TOTAL GLASGOW			<b>285</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>278</b>
GUERNSEY	AURIGNY AIR SERVICES	S	170	0	4	79	13	5	2	1	0	13	78	12	191
TOTAL GUERNSEY			<b>170</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>12</b>	<b>191</b>
MANCHESTER	EASTERN AIRWAYS	S	138	1	0	89	10	1	0	0	0	7	0	0	0
TOTAL MANCHESTER			<b>138</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>17</b>	<b>133</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	232	1	2	70	16	8	6	0	0	15	0	0	0
TOTAL NEWCASTLE			<b>232</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>181</b>
NEWQUAY	RYANAIR	S	116	6	4	96	4	0	0	0	0	2	76	9	59
TOTAL NEWQUAY			<b>116</b>	<b>6</b>	<b>4</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>9</b>	<b>59</b>
PRESTWICK	RYANAIR	S	587	0	1	89	7	3	0	0	0	6	80	12	525
TOTAL PRESTWICK			<b>587</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>12</b>	<b>525</b>
TOTAL UNITED KINGDOM			<b>2389</b>	<b>19</b>	<b>15</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>2219</b>
TOTAL STANSTED			<b>14114</b>	<b>94</b>	<b>61</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>12928</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR		S A	57	1	0	91	4	2	4	0	0	7	69	17	54	
	STANSTED	RYANAIR		S D	57	1	0	82	14	2	2	0	0	11	48	21	54	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>114</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>19</b>	<b>19</b>	
ABERDEEN																		
	MANCHESTER	BMI REGIONAL		S A	78	0	0	90	5	4	1	0	0	5	90	5	77	
	MANCHESTER	BMI REGIONAL		S D	78	0	0	95	3	3	0	0	0	3	95	2	77	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	81	0	0	90	4	4	2	0	0	5	92	5	72	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	81	0	0	83	7	5	5	0	0	10	81	9	73	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	87	0	0	82	11	3	3	0	0	9	81	11	110	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	89	0	0	88	7	3	2	0	0	6	88	9	109	
	GATWICK	BRITISH AIRWAYS PLC		S A	116	0	0	82	8	9	2	0	0	8	77	13	116	
	GATWICK	BRITISH AIRWAYS PLC		S D	116	0	0	84	8	5	3	0	0	8	80	10	116	
	HEATHROW	BRITISH AIRWAYS PLC		S A	197	0	0	63	20	13	4	1	0	17	59	20	196	
	HEATHROW	BRITISH AIRWAYS PLC		S D	197	0	0	68	18	12	3	0	0	13	69	13	196	
	NEWCASTLE	EASTERN AIRWAYS		S A	102	0	0	87	5	6	1	1	0	10	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS		S D	101	0	0	79	10	8	2	1	0	12	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	55	0	0	89	7	0	2	2	0	8	62	18	55	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	55	0	0	69	22	5	2	2	0	17	55	23	55	
<b>TOTAL ABERDEEN</b>					<b>1433</b>	<b>5</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>12</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	GULF AIR		S A	36	0	0	83	14	3	0	0	0	8	57	29	23	
	HEATHROW	GULF AIR		S D	36	0	0	89	3	8	0	0	0	10	48	20	23	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>72</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>25</b>	<b>25</b>	
ABUJA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	23	0	0	61	4	0	26	9	0	51	71	95	14	
	HEATHROW	BRITISH AIRWAYS PLC		S D	23	0	0	87	4	9	0	0	0	6	50	109	14	
<b>TOTAL ABUJA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>102</b>	<b>102</b>	
ACAPULCO																		
ACCRA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	77	16	6	0	0	0	8	70	12	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ACCRA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	45	32	23	0	0	0	21	53	19	30	
	HEATHROW	GHANA AIRWAYS	S	A	9	0	0	11	11	33	22	11	11	175	33	33	12	
	HEATHROW	GHANA AIRWAYS	S	D	8	1	2	0	0	25	63	0	13	210	0	55	12	
<b>TOTAL ACCRA</b>					<b>79</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>20</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>53</b>	<b>49</b>	<b>23</b>	<b>23</b>	
ADANA																		
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	C	A	2	0	0	50	50	0	0	0	0	20	0	0	0	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	C	D	2	0	0	50	0	0	50	0	0	70	0	0	0	
<b>TOTAL ADANA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ADDIS ABABA																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	7	0	0	100	0	0	0	0	0	1	50	105	6	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	18	0	0	44	28	11	17	0	0	28	0	40	13	
	HEATHROW	ETHIOPIAN AIRLINES	S	A	17	1	1	29	35	18	18	0	0	32	13	48	16	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	18	0	0	50	11	22	17	0	0	29	38	32	16	
<b>TOTAL ADDIS ABABA</b>					<b>60</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>22</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>48</b>	<b>48</b>	
AGADIR																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	62	3	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	4	67	21	3	
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	12	50	57	4	
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	50	0	0	50	0	0	38	100	7	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	26	50	19	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	27	75	11	4	
<b>TOTAL AGADIR</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>34</b>	<b>34</b>	
AJACCIO																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	50	50	0	0	0	0	17	50	15	2	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	2	100	0	1	
<b>TOTAL AJACCIO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>9</b>	<b>9</b>	
AKMOLA																		
ALEPPO																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	6	0	0	100	0	0	0	0	0	5	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALEPPO	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	7	0	0	57	14	14	14	0	0	28	33	19	3
	HEATHROW	SYRIANAIR	S	D	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL ALEPPO</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>19</b>	<b>19</b>
ALEXANDRIA (BORG EL ARA)	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	11	0	0	100	0	0	0	0	0	1	57	12	7
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>12</b>	<b>12</b>
ALGHERO/SASSARI	STANSTED	RYANAIR	S	A	56	0	0	84	14	2	0	0	0	7	41	38	56
	STANSTED	RYANAIR	S	D	56	0	0	77	21	2	0	0	0	10	66	14	56
<b>TOTAL ALGHERO/SASSARI</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>26</b>	<b>26</b>
ALGIERS	GATWICK	AIR ALGERIE	C	A	3	0	0	33	33	33	0	0	0	23	0	0	0
	GATWICK	AIR ALGERIE	C	D	3	0	0	33	33	33	0	0	0	19	0	0	0
	HEATHROW	AIR ALGERIE	S	A	13	0	0	8	0	69	23	0	0	48	0	51	13
	HEATHROW	AIR ALGERIE	S	D	13	0	0	0	8	38	54	0	0	73	23	43	13
<b>TOTAL ALGIERS</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>50</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>47</b>	<b>47</b>
ALICANTE	EDINBURGH	AIR HOLLAND	S	A	7	1	0	0	14	14	57	14	0	117	0	0	0
	EDINBURGH	AIR HOLLAND	S	D	8	0	0	0	25	13	50	13	0	109	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	25	25	0	0	0	17	75	11	8
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	0	25	0	0	0	22	88	5	8
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	55	19	16	6	0	3	51	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	48	26	19	6	0	0	22	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	9	0	0	33	11	22	22	0	11	149	60	62	5
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	71	6	13	10	0	0	18	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	71	10	13	6	0	0	15	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	9	0	0	56	11	11	22	0	0	36	80	58	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	25	0	0	0	17	56	23	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	25	0	0	0	14	56	50	9
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					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)												
ALICANTE																		
	GATWICK	BRITANNIA AIRWAYS	C	A	15	0	0	73	13	7	7	0	0	15	89	5	19	
	GATWICK	BRITANNIA AIRWAYS	C	D	14	0	0	93	0	0	7	0	0	7	82	5	17	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	1	0	63	25	13	0	0	0	12	44	174	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	7	100	5	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	52	60	42	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	36	80	30	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	71	18	6	6	0	0	14	57	56	21	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	65	24	6	6	0	0	16	77	15	22	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	92	0	0	8	0	0	13	100	0	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	85	8	0	0	8	0	18	100	1	14	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	100	3	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	4	100	6	4	
	GATWICK	BRITISH AIRWAYS PLC	C	A	6	0	0	83	0	17	0	0	0	12	71	18	7	
	GATWICK	BRITISH AIRWAYS PLC	C	D	6	0	0	83	17	0	0	0	0	5	50	16	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	87	5	6	2	0	0	6	97	1	32	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	75	11	10	5	0	0	13	88	8	32	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	39	0	1	64	15	18	3	0	0	16	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	53	35	10	3	0	0	18	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	37	1	0	62	24	11	3	0	0	15	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	63	11	26	0	0	0	14	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	89	0	2	66	8	12	13	0	0	21	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	89	1	2	56	10	17	17	0	0	31	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	80	0	13	0	7	0	18	72	30	18	
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	86	14	0	0	0	0	5	95	4	19	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	38	57	30	7	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	35	100	1	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	0	100	4	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	1	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	12	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	5	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	25	0	0	96	4	0	0	0	0	3	75	9	20	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	24	1	0	92	0	8	0	0	0	4	100	1	19	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	14	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ALICANTE	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	9	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	64	0	0	91	6	0	3	0	0	5	59	14	29
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	64	0	0	95	3	0	2	0	0	3	90	8	29
	GATWICK	GB AIRWAYS LTD	S	A	53	0	0	62	17	15	6	0	0	19	55	29	44
	GATWICK	GB AIRWAYS LTD	S	D	54	0	0	57	19	13	9	2	0	23	75	17	44
	MANCHESTER	HOLA AIRLINES	C	A	3	0	0	33	0	33	33	0	0	60	0	0	0
	MANCHESTER	HOLA AIRLINES	C	D	3	0	0	0	0	67	33	0	0	69	0	0	0
	NEWCASTLE	HOLA AIRLINES	C	A	4	0	0	25	0	25	25	25	0	77	0	0	0
	NEWCASTLE	HOLA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	83	17	0	0	0	0	7	54	24	13
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	100	0	0	0	0	0	2	85	15	13
	GATWICK	MONARCH AIRLINES	S	A	31	0	0	84	3	6	6	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	55	18	0	18	9	0	46	52	24	21
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	64	0	27	0	9	0	40	76	19	21
	GATWICK	MONARCH AIRLINES	S	D	31	0	0	81	6	3	10	0	0	16	0	0	0
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	100	9	4
	LUTON	MONARCH AIRLINES	S	A	31	0	0	81	10	6	0	3	0	17	56	24	27
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	100	5	4
	LUTON	MONARCH AIRLINES	S	D	31	1	0	87	10	3	0	0	0	6	67	21	27
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	60	30	0	10	0	0	20	58	17	19
	MANCHESTER	MONARCH AIRLINES	S	A	62	0	0	89	10	2	0	0	0	4	77	10	31
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	90	0	0	10	0	0	11	74	14	19
	MANCHESTER	MONARCH AIRLINES	S	D	62	0	0	92	5	3	0	0	0	4	87	7	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	13	13	0	0	20	78	21	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	59	2	2	66	12	5	12	3	2	34	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	7	0	0	57	14	14	14	0	0	29	63	14	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	62	0	0	56	13	15	11	3	2	41	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	22	11	11	0	0	20	80	8	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	0	14	0	0	0	5	100	0	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	12	1	0	67	0	17	8	0	8	53	67	11	12
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	13	0	0	62	8	15	8	0	8	53	73	7	11
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	64	7	7	14	7	0	40	88	5	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	67	8	8	8	8	0	37	88	7	16

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALICANTE	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	12	0	0	58	8	17	17	0	0	26	56	12	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	12	0	0	67	0	17	17	0	0	24	33	30	9
	GATWICK	SPANAIR	C	A	2	0	0	50	50	0	0	0	0	8	0	25	1
	GATWICK	SPANAIR	C	D	3	0	0	67	33	0	0	0	0	11	100	4	1
	GLASGOW	SPANAIR	C	A	3	0	0	67	33	0	0	0	0	14	33	18	3
	GLASGOW	SPANAIR	C	D	2	1	0	50	50	0	0	0	0	13	0	29	3
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	26	75	35	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	36	75	40	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	0	14	0	14	0	43	83	7	29
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	0	0	14	0	40	88	10	25
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	16	80	66	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	15	60	79	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	88	12	0	0	0	0	3	88	4	25
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	1	0	100	0	0	0	0	0	1	88	4	24
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	5	78	11	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	8	56	16	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	51	4
<b>TOTAL ALICANTE</b>					<b>1849</b>	<b>12</b>	<b>7</b>	<b>73</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>17</b>	<b>17</b>
ALMA ATA	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	63	13	13	13	0	0	28	40	54	15
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	85	8	8	0	0	0	10	40	57	10
<b>TOTAL ALMA ATA</b>					<b>21</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>40</b>	<b>55</b>	<b>55</b>
ALMERIA	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	3	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	4	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	9	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	22	60	8	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	100	0	4
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	0	50	0	50	0	0	49	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALMERIA	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	9	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	12	60	53	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	14	40	59	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	80	10	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	17	100	1	5
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	69	15	0	8	8	0	35	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	69	8	15	8	0	0	21	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	40	46	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	60	34	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	80	5	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	12	80	9	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	11	80	8	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	60	20	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	9	100	5	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	4	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	2	4
<b>TOTAL ALMERIA</b>					<b>141</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>17</b>	<b>17</b>
ALTENBURG - WALLBURG	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	97	0	3	0	0	0	2	0	0	0
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
AMMAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	11	0	0	91	0	0	9	0	0	9	91	5	22
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	19	0	0	68	16	0	16	0	0	21	40	51	15
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	68	13	10	10	0	0	22	94	4	31
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	39	26	13	19	3	0	39	52	28	31
<b>TOTAL AMMAN</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>8</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>19</b>	<b>19</b>
AMRITSAR																	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
AMRITSAR																		
<b>TOTAL AMRITSAR</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	234	0	0	54	27	15	4	0	0	18	74	18	236	
	HEATHROW	BMI BRITISH MIDLAND	S	D	234	0	0	60	23	15	3	0	0	15	72	14	235	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	83	0	0	70	13	12	5	0	0	16	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	82	0	0	83	1	11	5	0	0	9	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	175	0	0	92	3	4	1	0	0	5	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	175	0	0	91	5	2	2	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	234	0	0	67	16	14	3	0	0	14	67	21	230	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	234	0	0	82	11	5	2	0	0	9	72	14	230	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	84	6	5	2	3	0	17	69	16	61	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	74	18	5	0	3	0	18	79	15	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	123	1	0	74	16	5	3	2	0	14	79	12	125	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	124	0	0	86	7	2	2	2	0	11	78	11	125	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	16	10	3	0	0	12	88	8	58	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	6	10	3	0	0	11	62	18	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	156	0	0	68	15	12	4	1	0	16	72	13	187	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	156	0	0	69	13	14	4	0	0	15	69	14	190	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	1	1	71	12	18	0	0	0	10	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	1	1	65	24	12	0	0	0	12	0	0	0	
	HEATHROW	KLM	S	A	271	0	0	85	9	4	2	0	0	7	77	11	267	
	HEATHROW	KLM	S	D	271	0	0	68	20	10	2	0	0	16	58	19	267	
	MANCHESTER	KLM	S	A	64	0	0	86	6	6	2	0	0	7	0	0	0	
	MANCHESTER	KLM	S	D	64	0	1	86	5	6	3	0	0	8	0	0	0	
	BIRMINGHAM	KLM CITYHOPPER	S	A	177	1	0	79	6	6	8	0	0	14	0	0	0	
	BIRMINGHAM	KLM CITYHOPPER	S	D	170	1	0	67	14	9	10	0	0	20	0	0	0	
	EDINBURGH	KLM CITYHOPPER	S	A	171	2	0	78	9	8	5	0	0	13	0	0	0	
	EDINBURGH	KLM CITYHOPPER	S	D	172	0	0	69	13	10	8	0	0	19	0	0	0	
	GLASGOW	KLM CITYHOPPER	S	A	140	4	0	86	6	5	4	0	0	8	0	0	0	
	GLASGOW	KLM CITYHOPPER	S	D	140	4	0	81	7	8	3	1	0	13	0	0	0	
	LONDON CITY	KLM CITYHOPPER	S	A	150	1	0	84	8	5	2	1	0	9	0	0	0	
	LONDON CITY	KLM CITYHOPPER	S	D	150	1	0	76	13	7	4	1	0	15	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	KLM CITYHOPPER	S	A	143	0	0	78	11	6	6	0	0	12	0	0	0	
	MANCHESTER	KLM CITYHOPPER	S	D	142	0	0	81	9	6	4	0	0	10	0	0	0	
	NEWCASTLE	KLM CITYHOPPER	S	A	146	0	0	73	14	10	3	0	0	11	0	0	0	
	NEWCASTLE	KLM CITYHOPPER	S	D	146	0	0	73	15	8	3	1	0	15	0	0	0	
	STANSTED	TRANSAVIA	S	A	62	0	0	94	3	3	0	0	0	5	0	0	0	
	STANSTED	TRANSAVIA	S	D	62	0	0	76	19	3	2	0	0	11	0	0	0	
<b>TOTAL AMSTERDAM</b>					<b>4874</b>	<b>20</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	<b>16</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	31	0	0	71	16	10	3	0	0	13	43	21	56	
	STANSTED	RYANAIR	S	D	31	0	0	74	19	3	3	0	0	12	52	16	56	
<b>TOTAL ANCONA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>47</b>	<b>19</b>	<b>19</b>	
ANKARA (ESENBOGA)																		
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ANTALYA																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	50	19	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	67	8	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	19	25	36	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	100	5	3	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	3	0	0	67	33	0	0	0	0	8	0	0	0	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	3	0	0	100	0	0	0	0	0	10	0	0	0	
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	A	3	0	0	67	33	0	0	0	0	8	0	42	3	
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	D	3	0	0	33	33	0	33	0	0	30	0	37	3	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	0	25	0	75	0	0	85	0	72	4	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	0	0	50	50	0	0	67	25	57	4	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	31	0	0	13	39	39	10	0	0	37	17	36	23	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	32	0	0	13	16	47	25	0	0	49	38	33	24	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	12	25	34	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	67	14	3	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	16	25	67	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	1	67	6	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	13	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	20	75	28	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	19	73	31	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	38	13	0	0	0	15	85	6	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4	100	0	12
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	50	9	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4
<b>TOTAL ANTALYA</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>24</b>	<b>24</b>
ANTIGUA	HEATHROW	BWIA	S	A	10	0	0	20	10	20	20	30	0	100	0	0	0
	HEATHROW	BWIA	S	D	2	0	0	50	0	0	50	0	0	41	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	21	25	62	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	1	0	92	8	0	0	0	0	3	89	13	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	64	14	7	14	0	0	23	56	20	9
<b>TOTAL ANTIGUA</b>					<b>42</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>64</b>	<b>25</b>	<b>25</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	127	0	0	95	4	1	0	0	0	3	79	10	125
	LONDON CITY	VLM (BELGIUM)	S	D	127	0	0	95	2	2	1	0	0	4	76	10	123
<b>TOTAL ANTWERP</b>					<b>254</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>11</b>
ARRECIFE	MANCHESTER	AIR CORDIAL LTD	C	A	7	0	0	43	0	29	29	0	0	38	0	70	4
	MANCHESTER	AIR CORDIAL LTD	C	D	7	0	0	86	14	0	0	0	0	5	50	14	2
	EDINBURGH	AIR EUROPA	C	A	5	0	0	100	0	0	0	0	0	0	60	23	5
	EDINBURGH	AIR EUROPA	C	D	5	0	0	80	20	0	0	0	0	4	20	40	5
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	0	50	25	0	0	68	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	0	0	25	25	0	91	0	0	0
	MANCHESTER	AZZURRA AIR	C	A	7	0	0	43	14	29	14	0	0	26	25	177	4
	MANCHESTER	AZZURRA AIR	C	D	7	0	0	29	29	43	0	0	0	23	50	37	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	50	44	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	50	48	4
	GATWICK	BRITANNIA AIRWAYS	C	A	14	0	0	93	7	0	0	0	0	4	64	15	14
	GATWICK	BRITANNIA AIRWAYS	C	D	14	0	0	100	0	0	0	0	0	2	93	3	14
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	0	20	186	60	32	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	0	0	20	187	60	31	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	9	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	1	100	4	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	18	71	12	14		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	5	93	4	14		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	100	1	5		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	100	1	5		
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	2	80	25	5		
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	1	80	21	5		
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	91	9	0	0	0	7	87	6	15		
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	100	0	0	0	0	2	87	6	15		
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	20	100	4	2		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	9	100	7	2		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	60	10	20	10	0	18	0	0	0		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	5	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	6	60	15	5		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	5	100	9	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	28	0	0	57	14	14	14	0	23	52	21	23		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	27	0	0	67	7	15	11	0	20	79	16	24		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	16	100	3	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	8	100	0	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	59	12	12	18	0	26	52	15	21		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	78	11	0	11	0	15	86	10	21		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	6	100	5	5		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	3	100	2	5		
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	50	0	0	50	0	36	40	25	5		
	MANCHESTER	FUTURA AIRLINES	C	D	2	0	0	50	50	0	0	0	13	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	A	13	1	0	69	23	0	8	0	13	46	23	13		
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	62	15	15	8	0	20	50	26	2		
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	3	60	24	5		
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	1	80	7	5		
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	50	19	19	13	0	26	44	88	16		
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	69	13	13	6	0	16	71	81	17		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
ARRECIFE	LUTON	MONARCH AIRLINES	C	A	10	0	0	40	10	10	40	0	0	45	75	44	4
	LUTON	MONARCH AIRLINES	C	D	10	0	0	50	10	10	30	0	0	51	50	66	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	16	40	24	10
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	16	83	10	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	6	38	25	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	8	56	18	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	80	8	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	100	3	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	7	80	10	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	80	9	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	0	44	0	0	32	75	19	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	11	22	22	0	0	37	67	21	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	49	80	239	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	20	50	296	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	9	100	1	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	14	80	5	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	29	80	3	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	34	100	3	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	94	0	6	0	0	0	6	65	17	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	0	89	5	5	0	0	0	5	78	8	18
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	1	0	100	0	0	0	0	0	2	50	18	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	5	67	8	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	28	0	0	93	4	4	0	0	0	3	78	6	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	25	0	0	96	4	0	0	0	0	2	95	4	20
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	16	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	22	100	1	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	9	80	4	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	100	1	5
	MANCHESTER	VOLAR AIRLINES	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL ARRECIFE</b>					<b>639</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>24</b>	<b>24</b>
ARUBA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	9	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					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)											
ARUBA																	
<b>TOTAL ARUBA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
ASHKHABAD																	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	1	0	76	12	0	6	6	0	29	75	10	12
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	1	0	47	29	18	0	6	0	27	33	30	12
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	25	38	25	13	0	0	35	44	32	9
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	0	25	63	13	0	0	46	11	40	9
<b>TOTAL ASHKHABAD</b>					<b>50</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>24</b>	<b>20</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>43</b>	<b>27</b>	<b>27</b>
ASTURIAS																	
	GATWICK	AIR NOSTRUM	S	A	13	0	0	77	8	15	0	0	0	11	62	21	13
	GATWICK	AIR NOSTRUM	S	D	13	0	0	77	8	15	0	0	0	8	54	29	13
<b>TOTAL ASTURIAS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>25</b>	<b>25</b>
ASWAN																	
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	100	0	0	0	0	0	1	50	36	4
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	7	25	119	4
<b>TOTAL ASWAN</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>77</b>	<b>77</b>
ATHENS																	
	NEWCASTLE	AEGEAN AIRLINES	C	A	3	0	0	0	0	67	33	0	0	44	33	19	3
	NEWCASTLE	AEGEAN AIRLINES	C	D	2	0	0	50	0	50	0	0	0	30	50	19	2
	GATWICK	AZZURRA AIR	C	A	5	0	0	0	0	40	40	20	0	88	50	13	2
	GATWICK	AZZURRA AIR	C	D	4	0	0	50	0	0	25	25	0	70	100	4	2
	MANCHESTER	AZZURRA AIR	C	A	5	0	0	20	20	40	20	0	0	58	100	1	2
	MANCHESTER	AZZURRA AIR	C	D	4	0	0	75	0	0	25	0	0	23	100	0	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	86	6	3	4	0	0	9	70	15	67
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	81	12	3	3	1	0	13	67	16	67
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	1	0	68	10	6	16	0	0	23	53	20	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	10	6	10	0	0	18	81	13	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	90	8	2	0	0	0	3	69	14	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	92	5	3	0	0	0	7	81	13	62
	HEATHROW	HELLAS JET	S	A	30	0	0	73	20	7	0	0	0	11	0	0	0
	HEATHROW	HELLAS JET	S	D	30	0	0	77	20	3	0	0	0	8	0	0	0
	HEATHROW	OLYMPIC AIRWAYS	S	A	82	0	0	57	24	16	2	0	0	16	50	21	90
	HEATHROW	OLYMPIC AIRWAYS	S	D	82	0	0	59	21	18	2	0	0	17	57	20	90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ATHENS	MANCHESTER	OLYMPIC AIRWAYS	S	A	9	0	0	44	33	22	0	0	0	21	22	32	9
	MANCHESTER	OLYMPIC AIRWAYS	S	D	9	0	0	67	11	22	0	0	0	18	44	34	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	67	14	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	100	0	3	
<b>TOTAL ATHENS</b>					<b>651</b>	<b>6</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>17</b>	<b>17</b>
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	90	3	3	3	0	0	6	84	7	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	3	3	6	0	0	13	74	17	31
	GATWICK	DELTA AIRLINES	S	A	91	0	2	75	15	8	2	0	0	11	77	13	101
	GATWICK	DELTA AIRLINES	S	D	93	0	0	88	6	2	2	1	0	10	79	8	101
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	90	3	3	3	0	0	7	84	6	31
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	90	3	3	3	0	0	5	97	4	30
<b>TOTAL ATLANTA</b>					<b>307</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>10</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	13	0	1	77	8	8	0	8	0	25	87	5	31
	HEATHROW	AIR NEW ZEALAND LTD	S	D	26	0	0	58	31	12	0	0	0	15	61	14	31
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>39</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>10</b>	<b>10</b>
AUGSBURG/MUELHAUSEN																	
AUXERRE																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BAHRAIN																		
	HEATHROW	GULF AIR		S A	61	0	0	39	39	16	5	0	0	22	67	31	58	
	HEATHROW	GULF AIR		S D	36	0	0	83	14	3	0	0	0	7	80	20	59	
<b>TOTAL BAHRAIN</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>30</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>25</b>	<b>25</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S A	9	0	0	11	78	11	0	0	0	21	25	25	8	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S D	9	0	0	56	44	0	0	0	0	14	63	14	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	19	0	0	68	16	16	0	0	0	11	75	7	4	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	5	0	0	60	20	20	0	0	0	22	50	40	8	
<b>TOTAL BAKU</b>					<b>42</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>36</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>24</b>	<b>24</b>	
BALI INTERNATIONAL																		
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	2	94	0	0	0	0	6	49	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	61	29	6	3	0	0	13	0	0	0	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES		S A	31	0	0	29	26	32	13	0	0	30	45	21	31	
	HEATHROW	ROYAL BRUNEI AIRLINES		S D	31	0	0	81	10	6	3	0	0	11	68	17	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>19</b>	<b>19</b>	
BANGKOK																		
	HEATHROW	EVA AIR		S A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	EVA AIR		S D	13	0	0	92	8	0	0	0	0	9	0	0	0	
	HEATHROW	QANTAS		S A	18	0	0	61	22	11	6	0	0	19	0	0	0	
	HEATHROW	QANTAS		S D	3	0	0	33	33	33	0	0	0	25	0	0	0	
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S A	50	0	0	56	34	10	0	0	0	15	25	29	44	
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S D	50	0	0	84	10	6	0	0	0	8	77	7	44	
<b>TOTAL BANGKOK</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>18</b>	<b>18</b>	
BANJA LUKA																		
BANJUL																		
	GATWICK	ASTRAEUS LTD		C A	3	0	0	33	0	33	33	0	0	46	0	40	3	
	GATWICK	ASTRAEUS LTD		C D	4	0	0	75	0	0	25	0	0	29	100	7	3	
	MANCHESTER	ASTRAEUS LTD		C D	3	0	0	100	0	0	0	0	0	0	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	EXCEL AIRWAYS LTD	C	A	5	0	0	40	60	0	0	0	0	19	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	100	0	0	0	31	0	0	0	
	GATWICK	GAMBIA INTERNATIONAL AIRWAYS	S	A	3	0	0	0	67	33	0	0	0	28	0	0	0	
	GATWICK	GAMBIA INTERNATIONAL AIRWAYS	S	D	3	0	0	33	33	0	33	0	0	34	0	0	0	
	GATWICK	SIERRA NATIONAL AIRLINES	S	A	4	0	0	25	0	50	0	0	25	388	25	83	4	
	GATWICK	SIERRA NATIONAL AIRLINES	S	D	5	1	0	20	0	60	20	0	0	43	50	29	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	50	0	0	0	30	33	23	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	12	100	3	4	
<b>TOTAL BANJUL</b>					<b>48</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>21</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>47</b>	<b>31</b>	<b>31</b>	
BARCELONA																		
	GATWICK	AIR CORDIAL LTD	C	A	5	0	0	20	40	20	20	0	0	39	0	0	0	
	GATWICK	AIR CORDIAL LTD	C	D	5	0	0	40	0	40	20	0	0	36	0	0	0	
	EDINBURGH	AIR HOLLAND	S	A	5	0	0	20	0	20	20	40	0	121	0	0	0	
	EDINBURGH	AIR HOLLAND	S	D	3	0	0	0	0	100	0	0	0	38	0	0	0	
	GLASGOW	AIR HOLLAND	S	A	13	0	0	8	23	38	31	0	0	48	0	0	0	
	GLASGOW	AIR HOLLAND	S	D	13	0	0	62	15	15	8	0	0	21	0	0	0	
	NEWCASTLE	AIR HOLLAND	S	A	5	3	4	40	40	0	20	0	0	33	0	0	0	
	NEWCASTLE	AIR HOLLAND	S	D	7	0	2	71	14	14	0	0	0	10	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	45	19	35	0	0	0	21	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	74	23	3	0	0	0	8	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	29	0	0	31	24	24	21	0	0	35	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	29	0	0	52	28	14	7	0	0	21	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	73	13	10	3	1	0	14	66	22	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	76	13	9	2	0	0	11	69	17	93	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
BARCELONA	HEATHROW	BRITISH AIRWAYS PLC	S	A	131	0	0	63	15	15	8	0	0	19	59	26	130
	HEATHROW	BRITISH AIRWAYS PLC	S	D	131	0	0	61	17	15	7	0	0	18	66	26	131
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	9	0	0	56	11	22	0	11	0	34	0	0	0
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	9	0	0	78	11	0	11	0	0	26	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	111	0	3	63	16	10	10	1	0	19	76	18	108
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	4	62	16	14	7	0	0	21	55	29	115
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	117	1	1	66	13	10	10	1	0	19	76	18	122
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	118	0	0	66	12	12	10	0	0	20	60	20	121
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	35	26	23	10	3	3	52	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	23	13	3	3	0	21	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	66	1	0	68	17	5	11	0	0	19	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	55	15	17	12	2	0	30	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	25	50	0	25	0	0	29	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	HEATHROW	IBERIA	S	A	124	0	0	63	16	15	6	0	0	18	57	30	119
	HEATHROW	IBERIA	S	D	124	0	0	73	11	9	6	0	0	15	66	25	119
	MANCHESTER	IBERIA	S	A	31	0	0	71	26	3	0	0	0	9	47	20	30
	MANCHESTER	IBERIA	S	D	31	0	0	74	19	6	0	0	0	8	62	16	29
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	32	26	23	19	0	0	31	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	26	42	29	3	0	0	25	0	0	0
<b>TOTAL BARCELONA</b>					<b>1692</b>	<b>6</b>	<b>16</b>	<b>62</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>24</b>	<b>24</b>
BARI (PALESE)																	
BARRA	GLASGOW	LOGANAIR	S	A	18	9	0	100	0	0	0	0	0	3	76	9	25
	GLASGOW	LOGANAIR	S	D	18	9	0	89	6	6	0	0	0	7	81	13	26
<b>TOTAL BARRA</b>					<b>36</b>	<b>18</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>11</b>
BASLE MULHOUSE																	
	BIRMINGHAM	SWISS AIRLINES	S	A	51	0	0	80	12	8	0	0	0	7	78	8	51
	BIRMINGHAM	SWISS AIRLINES	S	D	50	0	0	80	12	8	0	0	0	8	80	10	50
	HEATHROW	SWISS AIRLINES	S	A	93	0	0	91	6	2	0	0	0	4	82	9	93
	HEATHROW	SWISS AIRLINES	S	D	93	0	0	86	9	5	0	0	0	5	86	7	93
	MANCHESTER	SWISS AIRLINES	S	A	54	0	0	67	28	6	0	0	0	11	80	8	79
	MANCHESTER	SWISS AIRLINES	S	D	54	0	0	87	7	4	2	0	0	6	80	9	79

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BASLE MULHOUSE																		
<b>TOTAL BASLE MULHOUSE</b>					<b>395</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>9</b>	
BASTIA																		
<b>TOTAL BASTIA</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>70</b>	<b>63</b>	<b>10</b>	<b>10</b>	
BEAUVAIS																		
BEIJING																		
	HEATHROW	AIR CHINA	S	A	25	0	0	52	28	16	4	0	0	18	44	38	27	
	HEATHROW	AIR CHINA	S	D	25	0	0	64	24	8	4	0	0	15	52	28	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	11	63	20	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	8	71	21	17	
<b>TOTAL BEIJING</b>					<b>76</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>28</b>	<b>28</b>	
BEIRUT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	24	1	0	71	17	8	4	0	0	15	50	11	2	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	10	0	0	60	30	0	10	0	0	22	45	22	11	
	HEATHROW	MEA	S	A	22	0	0	64	23	14	0	0	0	14	61	14	23	
	HEATHROW	MEA	S	D	22	0	0	36	41	14	9	0	0	24	39	24	23	
<b>TOTAL BEIRUT</b>					<b>78</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>19</b>	<b>19</b>	
BELFAST CITY																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	240	0	0	77	15	7	1	0	0	9	75	12	213	
	HEATHROW	BMI BRITISH MIDLAND	S	D	240	0	0	75	15	8	2	0	0	12	71	12	214	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	0	92	6	1	0	0	0	4	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	0	96	1	3	0	0	0	4	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	80	0	0	86	6	4	3	1	0	9	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	80	0	0	84	9	3	4	1	0	11	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	144	0	0	82	9	6	3	0	0	10	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	145	0	0	80	7	9	4	0	0	12	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	142	0	0	82	9	3	6	0	0	12	74	16	163	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	141	0	0	77	9	5	9	0	0	18	69	20	160	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BELFAST CITY																		
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	108	0	4	84	9	5	2	0	0	8	85	7	168	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	108	0	5	82	11	6	1	0	0	9	81	9	172	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	53	0	1	77	8	9	6	0	0	11	94	4	126	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	52	0	2	79	12	4	6	0	0	10	87	8	125	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	114	0	0	89	5	4	3	0	0	7	94	4	140	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	114	0	0	90	5	3	1	1	0	8	91	6	140	
<b>TOTAL BELFAST CITY</b>					<b>1915</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>11</b>	
BELFAST INTERNATIONAL																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	85	0	1	76	13	5	5	1	0	14	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	85	0	1	84	5	9	1	1	0	12	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	98	0	1	85	7	5	3	0	0	7	81	11	86	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	99	0	0	77	11	5	7	0	0	14	64	17	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	107	0	0	52	18	16	14	0	0	28	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	107	0	5	58	13	18	10	1	0	24	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	93	4	2	2	0	0	4	82	12	99	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	89	5	3	2	1	0	8	68	19	99	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	145	0	0	88	3	7	2	0	0	7	91	4	160	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	145	0	0	79	6	10	6	0	0	14	72	14	158	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	67	20	10	2	2	0	15	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	61	0	1	72	11	15	2	0	0	15	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	146	0	0	66	18	10	6	1	0	18	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	144	2	0	63	22	13	3	0	0	16	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	47	0	5	47	21	21	9	2	0	29	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	47	0	5	34	38	15	11	2	0	31	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1621</b>	<b>3</b>	<b>20</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>12</b>	
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	71	29	0	0	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	12	12	12	0	0	19	0	0	0	
	HEATHROW	JATAIRWAYS	S	A	30	0	0	57	30	13	0	0	0	15	46	23	26	
	HEATHROW	JATAIRWAYS	S	D	30	0	0	57	30	13	0	0	0	18	46	30	26	
<b>TOTAL BELGRADE</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>21</b>	<b>21</b>	
BENBECULA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BENBECULA																		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	27	0	0	85	0	4	11	0	0	15	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	27	0	0	74	15	0	4	7	0	22	0	0	0	
<b>TOTAL BENBECULA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>9</b>	<b>9</b>	
BENGHAZI																		
BERGAMO																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	30	0	1	43	27	7	17	7	0	48	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	71	13	3	10	3	0	28	0	0	0	
	LUTON	RYANAIR	S	A	61	0	1	95	5	0	0	0	0	3	0	0	0	
	LUTON	RYANAIR	S	D	61	0	1	77	21	0	2	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	95	0	1	94	5	1	0	0	0	3	62	17	65	
	STANSTED	RYANAIR	S	D	95	1	0	77	19	4	0	0	0	11	40	26	65	
<b>TOTAL BERGAMO</b>					<b>373</b>	<b>2</b>	<b>4</b>	<b>81</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>20</b>	<b>20</b>	
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	31	0	0	94	6	0	0	0	0	4	65	28	31	
	GATWICK	BRAATHENS ASA	S	D	31	0	0	97	3	0	0	0	0	2	68	25	31	
<b>TOTAL BERGEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>26</b>	<b>26</b>	
BERGERAC																		
	STANSTED	RYANAIR	S	A	35	0	0	91	6	3	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	35	0	0	86	11	3	0	0	0	6	0	0	0	
<b>TOTAL BERGERAC</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>53</b>	<b>20</b>	<b>20</b>	
BERLIN (SCHONEFELD)																		
	STANSTED	RYANAIR	S	A	85	0	0	98	0	2	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	D	85	0	0	93	6	1	0	0	0	6	0	0	0	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>15</b>	<b>15</b>	
BERLIN (TEGEL)																		
	STANSTED	AIR BERLIN	S	A	61	1	0	72	23	5	0	0	0	9	57	17	30	
	STANSTED	AIR BERLIN	S	D	61	1	0	56	21	23	0	0	0	18	90	5	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	94	6	0	0	0	0	6	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	94	3	3	0	0	0	2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	85	11	4	1	0	0	7	74	13	180	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	75	15	8	1	0	0	11	75	13	179	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	48	0	0	81	4	6	8	0	0	13	67	12	51	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	48	0	1	83	2	4	10	0	0	13	92	4	52	
<b>TOTAL BERLIN (TEGEL)</b>					<b>592</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>11</b>	
BERLIN (TEMPLEHOF)																		
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	94	6	0	0	0	0	2	94	6	16	
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	94	6	0	0	0	0	6	76	7	17	
<b>TOTAL BERMUDA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>6</b>	
BIARRITZ																		
	STANSTED	RYANAIR	S	A	38	0	0	87	11	3	0	0	0	3	87	9	31	
	STANSTED	RYANAIR	S	D	37	1	0	78	19	3	0	0	0	8	76	15	29	
<b>TOTAL BIARRITZ</b>					<b>75</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>12</b>	<b>12</b>	
BILBAO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	96	0	4	0	0	0	3	82	9	50	
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	80	8	8	4	0	0	10	80	9	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	6	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	6	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	83	0	17	0	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	67	17	0	17	0	0	18	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	84	5	6	3	0	2	18	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	63	23	8	6	0	0	19	0	0	0	
	HEATHROW	IBERIA	S	A	31	0	0	87	10	3	0	0	0	7	81	14	31	
	HEATHROW	IBERIA	S	D	31	0	0	90	3	3	3	0	0	6	74	14	31	
<b>TOTAL BILBAO</b>					<b>260</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>11</b>	
BILLUND																		
	GATWICK	MAERSK AIR	S	A	86	0	0	78	13	8	1	0	0	10	57	16	88	
	GATWICK	MAERSK AIR	S	D	86	0	0	84	9	6	1	0	0	7	68	11	88	
	EDINBURGH	SUN AIR OF SCANDINAVIA	S	A	4	0	1	100	0	0	0	0	0	6	89	7	9	
	EDINBURGH	SUN AIR OF SCANDINAVIA	S	D	4	0	1	75	25	0	0	0	0	7	89	11	9	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	50	1	0	94	4	2	0	0	0	5	76	8	50	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BILLUND	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	50	1	0	96	4	0	0	0	0	2	88	5	50
<b>TOTAL BILLUND</b>					<b>280</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>11</b>	<b>11</b>
BIRMINGHAM	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	147	0	0	75	14	6	5	0	0	12	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	105	0	0	82	6	7	6	0	0	12	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	89	0	0	78	9	6	8	0	0	12	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	143	0	0	77	12	8	3	0	0	11	0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	A	92	0	0	85	3	12	0	0	0	7	0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	D	92	0	0	89	9	2	0	0	0	5	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	151	0	4	68	11	11	9	2	0	22	69	17	179
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	151	0	5	63	13	15	6	3	0	26	79	13	179
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	154	0	3	59	18	13	9	1	0	24	43	31	153
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	153	0	2	65	17	10	7	1	0	20	50	25	145
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	11	0	0	0
<b>TOTAL BIRMINGHAM</b>					<b>1282</b>	<b>2</b>	<b>18</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>18</b>	<b>18</b>
BISHKEK (FRUNZE)	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	0	0	75	25	0	0	0	0	11	50	60	12
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	62	15	15	8	0	0	21	38	69	13
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>65</b>	<b>65</b>
BLACKPOOL	STANSTED	RYANAIR	S	A	60	0	1	85	12	3	0	0	0	5	0	0	0
	STANSTED	RYANAIR	S	D	59	2	0	85	12	3	0	0	0	8	0	0	0
<b>TOTAL BLACKPOOL</b>					<b>119</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
BODRUM (MILAS)	GATWICK	ASTRAEUS LTD	C	A	3	0	0	33	67	0	0	0	0	14	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	75	5	4
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	100	1	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BODRUM (MILAS)																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	67	19	3	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	75	5	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	5	3	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	6	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	1	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	64	27	0	0	0	9	81	57	22	14	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	1	0	89	11	0	0	0	7	100	3	11		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	67	11	3	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	7	0	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	92	8	0	0	0	4	50	13	8		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	92	8	0	0	0	3	100	4	7		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	24	75	9	4		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	22	100	0	3		
	GATWICK	FLYJET LTD	C	A	4	0	0	25	75	0	0	0	16	0	0	0	0	
	GATWICK	FLYJET LTD	C	D	4	0	0	75	25	0	0	0	8	0	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	33	0	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	27	0	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	19	40	70	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	3	33	40	3		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	0	0	86	0	14	0	0	5	70	9	10		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	1	83	8	6		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	11	80	9	5		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	14	100	0	3		
	MANCHESTER	ONUR AIR	C	A	2	0	0	50	0	50	0	0	19	0	0	0	0	
	NEWCASTLE	ONUR AIR	C	A	4	0	0	50	50	0	0	0	13	75	13	4		
	NEWCASTLE	ONUR AIR	C	D	3	0	0	67	33	0	0	0	10	100	0	3		
	EDINBURGH	PEGASUS AIRLINES	C	A	4	0	0	75	25	0	0	0	9	0	0	0	0	
	EDINBURGH	PEGASUS AIRLINES	C	D	3	0	0	67	33	0	0	0	15	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	8	92	7	13		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	100	3	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	14	0	0	9	100	2	10		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BODRUM (MILAS)	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	6
<b>TOTAL BODRUM (MILAS)</b>					<b>186</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>11</b>
BOGOTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	86	14	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	0	8	0	0	19	0	0	0
<b>TOTAL BOGOTA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>15</b>	<b>15</b>
BOLOGNA	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	28	0	0	46	36	11	7	0	0	24	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	28	0	0	86	7	4	4	0	0	9	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	82	9	3	6	0	0	11	51	21	87
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	81	12	0	7	0	0	12	85	11	87
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	3	3	0	0	12	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	26	0	3	0	0	14	0	0	0
<b>TOTAL BOLOGNA</b>					<b>296</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>17</b>	<b>17</b>
BORDEAUX	GATWICK	BRIT AIR	S	A	74	0	0	93	4	3	0	0	0	5	0	0	0
	GATWICK	BRIT AIR	S	D	74	0	0	92	5	3	0	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	65	0	1	92	5	3	0	0	0	4	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	66	0	0	92	5	3	0	0	0	6	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	12	0	0	100	0	0	0	0	0	1	94	1	16
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	12	0	0	83	8	8	0	0	0	7	81	8	16
<b>TOTAL BORDEAUX</b>					<b>305</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	<b>10</b>
BOSTON	HEATHROW	AMERICAN AIRLINES	S	A	58	0	0	88	9	2	2	0	0	5	74	17	62
	HEATHROW	AMERICAN AIRLINES	S	D	58	0	0	97	2	2	0	0	0	4	79	8	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	95	3	2	0	0	0	2	95	2	91
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	74	15	8	3	0	0	13	77	14	91
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	6	10	3	0	0	10	84	11	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	58	26	10	6	0	0	18	58	27	31
<b>TOTAL BOSTON</b>					<b>365</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>11</b>
BOURNEMOUTH																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																			
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	A	6	0	5	17	0	50	17	17	0	79	0	0	0	0	0
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	D	6	0	5	33	0	17	50	0	0	64	0	0	0	0	0
	STANSTED	SKY EUROPE	S	A	22	0	1	95	0	0	5	0	0	8	0	0	0	0	0
	STANSTED	SKY EUROPE	S	D	22	0	1	68	23	5	5	0	0	16	0	0	0	0	0
<b>TOTAL BRATISLAVA</b>					<b>56</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>9</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>18</b>	<b>18</b>		
BREMEN																			
	GATWICK	EAE EUROPEAN AIR EXPRESS	S	A	53	1	0	98	0	2	0	0	0	1	0	0	0	0	0
	GATWICK	EAE EUROPEAN AIR EXPRESS	S	D	53	1	0	94	2	4	0	0	0	4	0	0	0	0	0
<b>TOTAL BREMEN</b>					<b>106</b>	<b>3</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>18</b>	<b>18</b>		
BRESCIA/MONTICHIARI																			
	GATWICK	ASTRAEUS LTD	C	A	6	0	0	100	0	0	0	0	0	3	0	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	6	0	0	67	33	0	0	0	0	9	0	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	15	100	0	3	3	3
	STANSTED	RYANAIR	S	A	61	0	0	54	11	25	10	0	0	23	67	14	57	57	57
	STANSTED	RYANAIR	S	D	61	0	0	52	20	16	11	0	0	23	61	17	57	57	57
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>145</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>14</b>	<b>14</b>		
BREST																			
	STANSTED	RYANAIR	S	A	31	0	0	90	6	0	3	0	0	6	0	0	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	5	0	0	0	0	0
<b>TOTAL BREST</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>20</b>	<b>20</b>		
BRIDGETOWN																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	68	13	6	13	0	0	20	93	5	30	30	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	3	3	6	0	0	14	71	13	31	31	31
	HEATHROW	BWIA	S	A	6	0	0	83	0	0	17	0	0	33	0	0	0	0	0
	HEATHROW	BWIA	S	D	4	0	0	25	0	25	0	50	0	128	0	0	0	0	0
	MANCHESTER	BWIA	S	A	3	0	0	0	33	33	33	0	0	47	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	13	80	24	5	5	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	3	75	11	4	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	11	100	0	4	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	8	75	6	4	4	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	17	0	2	82	12	6	0	0	0	8	85	4	13	13	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	2	67	22	11	0	0	0	14	69	14	13	13	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002					
					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)												
BRIDGETOWN																		
<b>TOTAL BRIDGETOWN</b>					<b>118</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>9</b>	<b>9</b>	
BRINDISI																		
BRISTOL																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	113	0	0	79	12	6	2	1	0	10	75	17	106	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	114	0	0	79	13	5	2	1	0	12	76	13	107	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	80	0	0	80	11	6	3	0	0	9	72	13	72	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	110	0	0	75	18	4	3	0	0	9	80	15	79	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	55	0	0	60	16	7	16	0	0	24	72	17	123	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	54	0	0	74	7	6	13	0	0	16	75	17	124	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	80	0	1	61	19	15	3	3	0	21	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	41	26	19	11	4	0	34	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	70	17	4	9	0	0	17	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	56	20	15	10	0	0	24	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	76	10	6	6	2	0	18	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	63	19	8	8	2	0	23	0	0	0	
<b>TOTAL BRISTOL</b>					<b>973</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>17</b>	<b>17</b>	
BRIZE NORTON																		
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	186	0	0	65	14	18	3	0	0	14	77	11	180	
	HEATHROW	BMI BRITISH MIDLAND	S	D	186	0	0	62	16	19	3	0	0	17	69	12	181	
	EDINBURGH	BMI REGIONAL	S	A	81	0	0	88	6	2	4	0	0	7	82	10	79	
	EDINBURGH	BMI REGIONAL	S	D	81	0	0	91	2	2	4	0	0	7	71	13	79	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	90	5	1	3	0	0	7	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	73	0	0	95	1	1	3	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	236	0	0	80	11	7	2	0	0	8	74	12	210	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	236	0	0	79	16	4	1	0	0	8	76	12	210	
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	122	0	12	87	10	3	0	0	0	7	84	8	106	
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	129	0	6	92	5	2	0	0	0	4	90	5	106	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																			
	GATWICK	SN BRUSSELS AIRLINES	S	A	49	0	1	84	14	2	0	0	0	7	0	0	0		
	GATWICK	SN BRUSSELS AIRLINES	S	D	49	0	1	88	10	2	0	0	0	7	0	0	0		
	HEATHROW	SN BRUSSELS AIRLINES	S	A	4	0	0	100	0	0	0	0	0	2	80	9	172		
	HEATHROW	SN BRUSSELS AIRLINES	S	D	4	0	0	50	50	0	0	0	0	17	83	8	171		
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	83	0	1	88	7	4	1	0	0	7	77	10	106		
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	83	0	1	95	2	1	1	0	0	3	93	5	106		
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	81	0	0	90	9	1	0	0	0	5	94	3	109		
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	81	0	0	95	4	0	1	0	0	4	92	3	109		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0		
	LONDON CITY	VLM (BELGIUM)	S	A	118	0	1	86	13	1	0	0	0	6	58	16	117		
	LONDON CITY	VLM (BELGIUM)	S	D	118	0	1	97	3	0	0	0	0	4	64	15	118		
<b>TOTAL BRUSSELS</b>					<b>2090</b>	<b>1</b>	<b>24</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	<b>11</b>		
BUCHAREST (OTOPENI)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	3	90	6	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	3	10	0	0	0	7	74	12	31		
	HEATHROW	TAROM	S	A	30	0	0	73	17	7	0	3	0	18	65	15	31		
	HEATHROW	TAROM	S	D	30	0	0	67	17	13	0	3	0	19	65	15	31		
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>12</b>		
BUDAPEST																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	55	32	13	0	0	0	15	63	16	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	52	32	15	2	0	0	18	68	17	62		
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	30	0	0	90	10	0	0	0	0	5	90	9	29		
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	30	0	0	93	7	0	0	0	0	4	86	9	29		
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	71	15	11	3	0	0	12	59	19	61		
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	76	13	6	5	0	0	13	70	17	61		
<b>TOTAL BUDAPEST</b>					<b>308</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>16</b>	<b>16</b>		
BUENOS AIRES																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	1	54	15	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	5	77	13	13		
<b>TOTAL BUENOS AIRES</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>14</b>	<b>14</b>		
BURGAS																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002						
					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)													
BURGAS																			
	GATWICK	BH AIR	C	A	2	0	0	50	0	50	0	0	0	19	0	0	0		
	GATWICK	BH AIR	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0		
	GLASGOW	BH AIR	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0		
	GLASGOW	BH AIR	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	BH AIR	C	A	5	0	0	60	40	0	0	0	0	12	0	0	0		
	MANCHESTER	BH AIR	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0		
	NEWCASTLE	BH AIR	C	A	2	0	0	100	0	0	0	0	0	10	0	0	0		
	NEWCASTLE	BH AIR	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	31	0	0	0		
<b>TOTAL BURGAS</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>33</b>	<b>33</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
CAEN																		
CAIRO																		
	GATWICK	ASTRAEUS LTD		C A	5	0	0	0	20	60	20	0	0	46	0	0	0	0
	GATWICK	ASTRAEUS LTD		C D	5	0	0	40	40	0	20	0	0	29	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	87	10	0	3	0	0	8	97	3	30	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	58	13	26	3	0	0	20	70	13	30	30
	HEATHROW	EGYPT AIR		S A	31	0	0	35	26	35	3	0	0	25	48	18	31	31
	HEATHROW	EGYPT AIR		S D	31	0	0	16	42	39	3	0	0	30	39	23	31	31
<b>TOTAL CAIRO</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>23</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>14</b>	<b>14</b>	<b>14</b>
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	9	0	0	67	11	22	0	0	0	14	13	49	8	8
	HEATHROW	BRITISH AIRWAYS PLC		S D	9	0	0	33	22	11	33	0	0	45	89	9	9	9
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>53</b>	<b>28</b>	<b>28</b>	<b>28</b>
CALGARY																		
	HEATHROW	AIR CANADA		S A	50	0	0	76	18	2	4	0	0	10	37	26	43	43
	HEATHROW	AIR CANADA		S D	50	0	0	74	20	6	0	0	0	10	51	20	43	43
<b>TOTAL CALGARY</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>22</b>	<b>22</b>	<b>22</b>
CALVI																		
	GATWICK	ASTRAEUS LTD		C A	3	0	0	100	0	0	0	0	0	1	0	0	0	0
	GATWICK	ASTRAEUS LTD		C D	2	0	0	50	50	0	0	0	0	12	0	0	0	0
<b>TOTAL CALVI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>1</b>	<b>1</b>	<b>1</b>
CAMPBELTOWN																		
	GLASGOW	LOGANAIR		S A	43	0	0	84	5	9	2	0	0	10	80	14	25	25
	GLASGOW	LOGANAIR		S D	41	0	0	80	10	0	10	0	0	11	84	11	43	43
<b>TOTAL CAMPBELTOWN</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>12</b>	<b>12</b>	<b>12</b>
CANCUN																		
	GATWICK	BRITANNIA AIRWAYS		C A	3	1	0	100	0	0	0	0	0	1	100	0	4	4
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	3	75	12	4	4
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	1	0	100	0	0	0	0	0	2	75	35	4	4
	MANCHESTER	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	1	25	21	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	40	20	40	0	0	0	18	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	0	25	0	0	36	60	28	5	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	75	363	4	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
CANCUN		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	360	4
		MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	0	33	67	0	0	0	39	0	0	0
		MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	33	0	33	33	0	0	42	0	0	0
		BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	67	12	3	3
		BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	18	0	20	1
		GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	0	33	11	0	0	23	67	33	9
		GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	11	78	11	9
		GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	12	80	11	5
		GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	34	60	12	5
		MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	17	100	1	6
		MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	14	0	14	0	0	17	100	6	8
		GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	25	32	4	4
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	15	0	28	4
<b>TOTAL CANCUN</b>						<b>90</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>62</b>	<b>62</b>
CANNES																		
CAPE TOWN		HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	97	3	0	0	0	0	3	97	3	32
		HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	42	42	12	3	0	0	21	45	33	33
		HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	1	81	13	3	3	0	0	11	81	10	31
		HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	1	61	32	6	0	0	0	12	61	15	31
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	2	0	1	100	0	0	0	0	0	3	67	14	3
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	2	0	0	50	50	0	0	0	0	17	50	14	4
<b>TOTAL CAPE TOWN</b>						<b>132</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>16</b>	<b>16</b>
CARCASSONNE		STANSTED	RYANAIR	S	A	55	1	0	76	20	4	0	0	0	8	88	7	56
		STANSTED	RYANAIR	S	D	55	1	0	47	42	11	0	0	0	17	81	16	57
<b>TOTAL CARCASSONNE</b>						<b>110</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>31</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>11</b>	<b>11</b>
CARDIFF WALES		EDINBURGH	BMI BRITISH MIDLAND	S	A	57	0	0	75	18	2	5	0	0	14	67	14	9
		EDINBURGH	BMI BRITISH MIDLAND	S	D	57	0	0	63	23	7	7	0	0	18	44	23	9
<b>TOTAL CARDIFF WALES</b>						<b>117</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>17</b>	<b>17</b>
CASABLANCA MOHAMED V																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CASABLANCA MOHAMED V																		
	HEATHROW	GB AIRWAYS LTD	S	A	9	0	0	78	22	0	0	0	0	8	100	4	7	
	GATWICK	ROYAL AIR MAROC	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	A	26	0	0	65	19	12	4	0	18	55	36	31		
	HEATHROW	ROYAL AIR MAROC	S	D	24	0	1	79	17	4	0	0	9	68	31	28		
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>63</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>29</b>	<b>29</b>		
CASCAIS																		
CATANIA (FONTANAROSSA)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	0	75	0	0	58	0	53	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	18	75	7	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	20	100	10	4		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	100	0	4		
	GATWICK	MERIDIANA AIR	S	A	20	0	0	70	0	10	20	0	26	25	30	24		
	GATWICK	MERIDIANA AIR	S	D	20	0	0	70	0	10	20	0	22	58	21	24		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	75	0	73	25	18	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	28	100	0	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	40	50	19	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	3	100	0	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	28	0	36	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	100	0	3		
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>5</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>22</b>	<b>22</b>		
CHANIA																		
	BIRMINGHAM	AEGEAN AIRLINES	C	A	2	0	0	0	0	0	100	0	0	80	0	0	0	
	BIRMINGHAM	AEGEAN AIRLINES	C	D	2	0	0	0	0	50	50	0	0	64	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	5		
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	18	75	6	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	1	100	1	2		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	3	80	9	10		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	6	100	6	8		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	60	28	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	60	22	5		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	75	38	8		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	5	63	44	8		
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	10	0	0	0		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CHANIA																		
	MANCHESTER	MONARCH AIRLINES		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	5	71	41	7	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	3	0	0	100	0	0	0	0	0	0	50	66	6	
<b>TOTAL CHANIA</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>38</b>	<b>38</b>	
CHARLEROI																		
	STANSTED	RYANAIR		S A	112	0	0	94	1	3	2	1	0	7	93	4	119	
	STANSTED	RYANAIR		S D	112	0	0	86	11	4	0	0	0	7	79	12	119	
<b>TOTAL CHARLEROI</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>8</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS		S A	31	0	0	87	3	0	6	3	0	17	100	0	31	
	GATWICK	US AIRWAYS		S D	31	0	0	74	16	10	0	0	0	10	48	16	31	
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>11</b>	<b>11</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA		S A	13	0	0	85	8	0	8	0	0	10	77	11	13	
	HEATHROW	AIR INDIA		S D	13	0	0	62	23	15	0	0	0	16	15	41	13	
	HEATHROW	AMERICAN AIRLINES		S A	150	0	0	89	7	2	2	0	0	5	89	5	120	
	HEATHROW	AMERICAN AIRLINES		S D	149	0	0	92	7	0	1	0	0	5	86	7	119	
	MANCHESTER	AMERICAN AIRLINES		S A	31	0	0	94	6	0	0	0	0	2	81	10	31	
	MANCHESTER	AMERICAN AIRLINES		S D	31	0	0	100	0	0	0	0	0	0	97	2	31	
	MANCHESTER	BMI BRITISH MIDLAND		S A	31	0	0	87	10	3	0	0	0	5	81	11	31	
	MANCHESTER	BMI BRITISH MIDLAND		S D	31	0	0	100	0	0	0	0	0	1	94	2	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	1	0	100	0	0	0	0	0	1	90	8	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	1	0	71	21	6	2	0	0	11	70	20	60	
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S A	9	0	0	67	22	11	0	0	0	10	0	0	0	
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S D	9	0	0	89	11	0	0	0	0	4	0	0	0	
	HEATHROW	UNITED AIRLINES		S A	113	0	0	90	4	3	2	1	0	7	77	13	92	
	HEATHROW	UNITED AIRLINES		S D	94	0	0	89	10	0	1	0	0	7	75	12	92	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>799</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>11</b>	
CIEGO DE AVILA																		
CINCINNATI																		
	GATWICK	DELTA AIRLINES		S A	31	0	0	94	6	0	0	0	0	4	84	7	31	
	GATWICK	DELTA AIRLINES		S D	31	0	0	94	3	3	0	0	0	5	74	11	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CINCINNATI																	
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>9</b>
CITY OF DERRY (EGLINTON)																	
	GLASGOW	LOGANAIR	S	A	27	4	0	70	15	11	4	0	0	14	71	16	31
	GLASGOW	LOGANAIR	S	D	27	4	0	52	37	4	7	0	0	19	67	17	30
	MANCHESTER	LOGANAIR	S	A	30	0	0	73	10	10	7	0	0	14	64	24	28
	MANCHESTER	LOGANAIR	S	D	30	0	0	77	17	3	3	0	0	10	68	22	28
	STANSTED	RYANAIR	S	A	56	1	1	93	4	2	2	0	0	5	86	8	58
	STANSTED	RYANAIR	S	D	58	0	0	74	19	5	2	0	0	13	62	18	58
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>228</b>	<b>9</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>16</b>	<b>16</b>
CLERMONT FERRAND																	
	STANSTED	RYANAIR	S	A	31	0	0	81	16	3	0	0	0	8	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	87	6	6	0	0	0	8	0	0	0
<b>TOTAL CLERMONT FERRAND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>7</b>
CLEVELAND																	
COLOGNE (BONN)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	63	26	6	4	0	0	14	65	19	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	75	18	3	3	0	0	10	64	17	117
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	25	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	85	6	6	2	0	0	7	93	9	15
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	62	0	0	68	16	13	3	0	0	16	87	13	15
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	34	0	1	79	12	6	3	0	0	9	0	0	0
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	34	0	1	71	21	6	3	0	0	12	0	0	0
	HEATHROW	LUFTHANSA CITY LINE	S	A	87	0	0	61	21	11	7	0	0	19	0	0	0
	HEATHROW	LUFTHANSA CITY LINE	S	D	87	0	0	63	17	13	7	0	0	20	0	0	0
<b>TOTAL COLOGNE (BONN)</b>					<b>602</b>	<b>4</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>19</b>	<b>19</b>
COLOMBO																	
	HEATHROW	SRILANKAN AIRLINES	S	A	40	1	1	68	23	10	0	0	0	12	78	15	36
	HEATHROW	SRILANKAN AIRLINES	S	D	40	0	0	63	13	15	10	0	0	20	53	38	36
<b>TOTAL COLOMBO</b>					<b>80</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>27</b>	<b>27</b>
CONNAUGHT																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					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)												
CONNAUGHT																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	94	0	6	0	0	0	3	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	81	13	3	3	0	0	7	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	30	0	1	27	27	27	20	0	0	33	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	30	0	1	37	33	20	10	0	0	26	0	0	0	
	STANSTED	RYANAIR	S	A	30	1	0	90	3	3	3	0	0	7	48	23	31	
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	7	23	29	30	
<b>TOTAL CONNAUGHT</b>					<b>183</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>22</b>	<b>22</b>	
COPENHAGEN																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	54	0	0	100	0	0	0	0	0	1	93	7	55	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	54	0	0	93	6	2	0	0	0	4	94	11	34	
	GLASGOW	BMI BRITISH MIDLAND	S	A	31	0	0	100	0	0	0	0	0	0	90	9	48	
	GLASGOW	BMI BRITISH MIDLAND	S	D	31	0	0	97	3	0	0	0	0	4	92	8	49	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	11	0	0	73	9	18	0	0	0	14	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	11	0	0	73	18	0	9	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	179	0	0	82	11	4	2	0	0	9	69	16	149	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	179	0	0	80	15	3	2	0	0	8	72	12	149	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	71	0	3	89	7	3	1	0	0	5	50	19	94	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	72	0	2	92	4	1	3	0	0	5	82	11	93	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	87	2	0	80	11	5	3	0	0	9	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	63	22	8	7	0	0	18	0	0	0	
	GATWICK	MAERSK AIR	S	A	88	0	0	91	7	2	0	0	0	4	81	8	85	
	GATWICK	MAERSK AIR	S	D	89	0	0	94	3	2	0	0	0	3	91	4	85	
	BIRMINGHAM	SAS	S	A	60	0	0	98	2	0	0	0	0	3	64	14	87	
	BIRMINGHAM	SAS	S	D	60	0	0	82	15	2	2	0	0	9	81	12	88	
	HEATHROW	SAS	S	A	209	0	0	82	13	4	1	0	0	9	59	19	213	
	HEATHROW	SAS	S	D	208	0	0	89	7	3	1	0	0	6	73	16	213	
	MANCHESTER	SAS	S	A	88	0	0	90	8	2	0	0	0	8	69	13	114	
	MANCHESTER	SAS	S	D	87	0	0	98	1	1	0	0	0	2	87	6	113	
	HEATHROW	VARIG	S	A	14	0	0	79	7	7	7	0	0	15	38	26	13	
	HEATHROW	VARIG	S	D	14	0	0	7	21	43	29	0	0	54	15	39	13	
<b>TOTAL COPENHAGEN</b>					<b>1786</b>	<b>3</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
CORFU																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	0	15	0	31	2	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	3	0	0	67	33	0	0	0	0	7	100	0	1	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	1	0	88	13	0	0	0	0	5	38	60	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	7	71	14	7	
	GATWICK	BRITANNIA AIRWAYS	C	A	16	0	0	100	0	0	0	0	0	1	93	10	14	
	GATWICK	BRITANNIA AIRWAYS	C	D	15	0	0	100	0	0	0	0	0	2	70	9	10	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	100	5	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	100	4	4	
	LUTON	BRITANNIA AIRWAYS	C	A	6	0	0	83	0	0	17	0	0	30	80	5	5	
	LUTON	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	0	3	100	1	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	76	0	6	6	12	0	44	57	45	14	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	0	0	75	6	0	13	6	0	34	45	37	11	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	20	20	0	20	250	100	4	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	37	75	5	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	1	0	100	0	0	0	0	0	0	75	54	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	75	6	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	9	71	20	7	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	2	5	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	4	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	86	12	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	67	0	0	33	0	0	33	80	6	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	30	33	25	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	93	7	0	0	0	0	3	92	5	26	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	93	0	0	7	0	0	5	94	4	16	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	50	12	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	67	8	3	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	2	76	10	21	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	3	93	8	14	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	3
	GATWICK	FLYJET LTD	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0
	GATWICK	FLYJET LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	FLYJET LTD	C	A	2	0	0	50	0	50	0	0	0	17	0	0	0
	MANCHESTER	FLYJET LTD	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	27	80	25	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	5	75	34	4
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	100	0	0	0	0	0	2	89	6	9
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	0	100	1	8
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	70	20	0	10	0	0	15	75	14	12
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	100	0	0	0	0	0	1	70	9	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	100	0	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	0	22	0	0	25	64	144	11
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	67	17	17	0	0	0	12	63	33	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	13	13	0	13	13	79	50	45	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	67	0	17	0	17	0	63	67	40	3
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	30	75	15	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	8	67	6	3
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	8	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	13	100	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	94	3	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	2	100	1	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	22	88	20	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	17	0	0	0	0	8	83	6	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	5	85	14	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	2	67	22	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	100	2	4
<b>TOTAL CORFU</b>					<b>397</b>	<b>3</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>80</b>	<b>17</b>	<b>17</b>
CORK	BIRMINGHAM	AER ARRAN	S	A	54	0	0	80	9	4	6	2	0	13	70	15	54
	BIRMINGHAM	AER ARRAN	S	D	54	0	0	78	7	4	9	2	0	17	56	20	54

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					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)											
CORK	EDINBURGH	AER ARRAN	S	A	21	0	1	38	19	33	10	0	0	29	89	13	27
	EDINBURGH	AER ARRAN	S	D	21	0	1	38	24	29	10	0	0	30	89	15	27
	HEATHROW	AER LINGUS	S	A	115	0	0	63	11	16	10	0	0	23	71	24	135
	HEATHROW	AER LINGUS	S	D	115	0	0	56	18	14	12	0	0	25	65	27	137
	MANCHESTER	BMI BRITISH MIDLAND	S	A	52	0	2	83	8	4	6	0	0	11	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	54	0	0	80	7	6	7	0	0	12	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	83	0	0	83	12	4	1	0	0	7	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	83	0	0	90	5	5	0	0	0	5	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	65	10	6	16	3	0	26	68	24	31
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	71	6	0	19	3	0	30	55	27	31
	EDINBURGH	JETMAGIC	S	A	54	0	0	70	17	6	6	2	0	17	0	0	0
	EDINBURGH	JETMAGIC	S	D	53	1	1	58	30	4	6	2	0	21	0	0	0
	LONDON CITY	JETMAGIC	S	A	69	0	8	22	46	23	9	0	0	30	0	0	0
	LONDON CITY	JETMAGIC	S	D	70	0	7	31	37	20	11	0	0	30	0	0	0
	GLASGOW	LOGANAIR	S	A	27	4	0	81	7	7	4	0	0	9	86	17	28
	GLASGOW	LOGANAIR	S	D	27	4	0	78	7	11	4	0	0	12	72	25	29
	STANSTED	RYANAIR	S	A	118	0	0	83	11	6	0	0	0	8	61	17	119
	STANSTED	RYANAIR	S	D	118	0	0	80	14	6	0	0	0	10	51	20	119
<b>TOTAL CORK</b>					<b>1251</b>	<b>9</b>	<b>24</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>20</b>	<b>20</b>
CUNAGUA	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CUNAGUA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DACCA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	12	0	1	17	25	25	33	0	0	60	29	80	31
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	20	0	1	25	40	20	10	5	0	46	58	38	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	9	83	8	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	43	43	14	0	0	0	17	75	8	12
<b>TOTAL DACCA</b>					<b>59</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>29</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>53</b>	<b>45</b>	<b>45</b>
DALAMAN	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	12	80	9	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	10	100	6	3
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	9	25	31	4
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	2	100	1	3
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	32	25	23	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	42	100	1	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	43	14	14	29	0	0	32	80	11	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	0	0	67	0	0	33	0	0	29	100	1	3
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	57	14	14	14	0	0	20	69	14	13
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	85	8	8	0	0	0	8	100	2	11
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	9	0	17	1
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	80	7	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	21	0	0	100	0	0	0	0	0	1	63	15	19
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	79	11	11	0	0	0	8	76	12	17
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	22	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	3	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	86	14	0	0	0	0	5	78	7	18
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	95	0	5	0	0	0	3	94	3	16
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	100	0	0	0	0	0	5	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
DALAMAN																		
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0	0
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	12	0	0	75	17	8	0	0	0	9	50	24	8	8
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	12	0	0	50	33	17	0	0	0	15	25	30	8	8
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	6	0	0	33	50	17	0	0	0	19	47	34	15	15
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	20	20	40	20	0	0	51	50	42	12	12
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	27	100	2	4	4
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	24	100	4	3	3
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	77	15	8	0	0	0	12	92	6	12	12
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	85	8	0	8	0	0	9	100	1	11	11
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	13	0	0	0	8	75	9	8	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	11	50	17	6	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	69	23	8	0	0	0	10	85	8	13	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	11	0	0	73	9	9	9	0	0	15	60	13	10	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	11	75	14	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	25	67	15	3	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	65	12	6	6	6	6	50	60	42	15	15
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	71	0	14	0	7	7	60	60	77	10	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	0	0	11	86	78	16	9	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	7	0	0	57	0	29	0	0	14	117	71	21	7	7
	GATWICK	ONUR AIR	C	A	6	0	0	83	17	0	0	0	0	8	0	0	0	0
	GATWICK	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	0
	MANCHESTER	ONUR AIR	C	A	5	0	0	40	40	20	0	0	0	16	0	0	0	0
	MANCHESTER	ONUR AIR	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	0
	NEWCASTLE	ONUR AIR	C	A	2	0	0	100	0	0	0	0	0	8	25	18	4	4
	NEWCASTLE	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	NEWCASTLE	PEGASUS AIRLINES	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	24	67	6	9	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	4	6	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	82	12	0	6	0	0	14	69	20	16	16
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	2	0	81	13	0	6	0	0	12	82	17	11	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	2	0	100	0	0	0	0	0	2	71	26	7	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	1	0	71	29	0	0	0	0	9	80	33	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	8	0	0	0	3	71	9	17	17



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DALAMAN																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	8	0	0	0	0	1	86	5	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	5	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	100	0	3		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	2	25	22	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	10	67	7	3		
<b>TOTAL DALAMAN</b>					<b>504</b>	<b>6</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>71</b>	<b>17</b>	<b>17</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	62	0	0	92	5	2	2	0	0	4	90	11	62	
	GATWICK	AMERICAN AIRLINES	S	D	62	0	0	94	5	2	0	0	0	5	84	10	62	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	100	0	0	0	0	0	90	7	31		
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	86	10	3	0	0	8	81	14	31		
<b>TOTAL DALLAS/FORT WORTH</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>10</b>	<b>10</b>	
DAMASCUS																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	11	0	0	91	9	0	0	0	0	4	60	27	20	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	18	0	0	56	6	33	6	0	0	25	47	62	15	
	HEATHROW	SYRIANAIR	S	A	13	1	0	31	8	54	8	0	0	33	54	17	13	
	HEATHROW	SYRIANAIR	S	D	13	0	0	54	38	0	0	8	0	27	77	15	13	
	MANCHESTER	SYRIANAIR	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL DAMASCUS</b>					<b>59</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>24</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>31</b>	<b>31</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	8	8	0	0	19	38	23	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	8	0	8	0	24	57	14	14	
<b>TOTAL DAR-ES-SALAAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>18</b>	<b>18</b>	
DELHI																		
	HEATHROW	AIR INDIA	S	A	18	0	0	11	17	50	22	0	0	46	0	0	0	
	HEATHROW	AIR INDIA	S	D	15	0	0	40	33	0	27	0	0	31	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	10	0	0	0	8	86	8	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	39	26	26	10	0	0	29	47	22	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	10	0	1	20	20	50	10	0	0	35	0	58	9	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	11	0	1	73	18	9	0	0	0	9	56	21	9	
<b>TOTAL DELHI</b>					<b>116</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>19</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>21</b>	<b>21</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	3	25	50	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	26	0	6	0	0	17	0	42	3
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>8</b>	<b>8</b>
DETROIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	3	0	0	4	93	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	26	3	0	0	0	10	73	12	30
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	100	0	0	0	0	0	0	93	4	30
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	94	6	0	0	0	0	4	84	10	31
<b>TOTAL DETROIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>8</b>
DIJON																	
DINARD	STANSTED	RYANAIR	S	A	35	0	0	89	3	9	0	0	0	6	84	6	31
	STANSTED	RYANAIR	S	D	35	0	0	83	14	3	0	0	0	7	74	13	31
<b>TOTAL DINARD</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>9</b>
DJIBOUTI																	
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	0	3	0	0	9	87	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	26	3	6	0	0	18	53	20	30
	HEATHROW	QATAR AIRWAYS	S	A	57	0	0	56	26	12	4	0	2	27	76	14	49
	HEATHROW	QATAR AIRWAYS	S	D	57	0	0	84	12	2	0	0	2	17	69	11	49
	MANCHESTER	QATAR AIRWAYS	S	A	18	0	0	67	22	11	0	0	0	12	0	0	0
	MANCHESTER	QATAR AIRWAYS	S	D	18	0	0	89	6	0	0	0	6	27	0	0	0
<b>TOTAL DOHA</b>					<b>212</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>72</b>	<b>12</b>	<b>12</b>
DORTMUND	STANSTED	AIR BERLIN	S	A	62	0	0	82	10	5	3	0	0	10	91	4	45
	STANSTED	AIR BERLIN	S	D	62	0	0	85	6	6	2	0	0	9	76	10	45
<b>TOTAL DORTMUND</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>7</b>	<b>7</b>
DUBAI	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	12	1	0	25	17	17	42	0	0	54	0	0	0
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	4	0	0	25	25	50	0	0	0	27	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	89	3	5	3	0	0	8	85	13	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	11	3	3	0	0	11	70	18	61

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
DUBAI																		
	BIRMINGHAM	EMIRATES	S	A	31	0	0	39	35	16	6	3	0	29	68	26	31	
	BIRMINGHAM	EMIRATES	S	D	31	0	0	61	13	13	10	3	0	28	58	28	31	
	GATWICK	EMIRATES	S	A	93	0	0	70	20	6	3	0	0	12	58	16	62	
	GATWICK	EMIRATES	S	D	93	0	0	80	11	5	4	0	0	12	69	17	62	
	HEATHROW	EMIRATES	S	A	93	0	0	47	25	26	2	0	0	20	65	15	93	
	HEATHROW	EMIRATES	S	D	93	0	0	51	28	18	3	0	0	19	43	27	93	
	MANCHESTER	EMIRATES	S	A	62	0	0	63	26	8	3	0	0	14	65	12	31	
	MANCHESTER	EMIRATES	S	D	62	0	0	77	11	6	3	0	2	26	70	14	30	
<b>TOTAL DUBAI</b>					<b>698</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>18</b>	<b>18</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	140	0	2	86	7	4	3	1	0	10	53	22	168	
	BIRMINGHAM	AER LINGUS	S	D	141	0	1	78	12	6	2	2	0	16	44	29	168	
	EDINBURGH	AER LINGUS	S	A	53	1	1	64	19	13	4	0	0	15	62	19	118	
	EDINBURGH	AER LINGUS	S	D	53	1	1	47	21	23	9	0	0	25	53	22	118	
	GLASGOW	AER LINGUS	S	A	91	0	2	84	7	7	2	0	1	13	74	16	112	
	GLASGOW	AER LINGUS	S	D	90	0	3	68	23	4	3	0	1	18	63	22	112	
	HEATHROW	AER LINGUS	S	A	395	0	2	56	22	13	7	1	1	25	51	22	422	
	HEATHROW	AER LINGUS	S	D	393	0	5	66	17	9	7	1	0	20	68	17	417	
	LONDON CITY	AER LINGUS	S	A	70	1	7	73	7	6	14	0	0	16	72	13	104	
	LONDON CITY	AER LINGUS	S	D	70	0	7	59	11	13	16	1	0	28	40	25	103	
	MANCHESTER	AER LINGUS	S	A	164	0	6	82	7	4	4	2	0	15	77	13	173	
	MANCHESTER	AER LINGUS	S	D	164	0	6	82	7	4	4	2	0	15	80	13	174	
	MANCHESTER	BLUE PANORAMA	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	3	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	224	0	0	61	19	14	5	0	0	18	64	18	265	
	HEATHROW	BMI BRITISH MIDLAND	S	D	226	0	0	65	15	15	4	0	0	16	71	15	265	
	GATWICK	BRITISH AIRWAYS PLC	S	A	99	0	0	77	16	6	0	1	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	99	0	0	92	5	2	0	1	0	9	0	0	0	
	LONDON CITY	CITY JET	S	A	22	0	0	82	5	9	5	0	0	10	0	0	0	
	LONDON CITY	CITY JET	S	D	22	0	0	82	5	9	5	0	0	13	0	0	0	
	MANCHESTER	LUXAIR	S	A	31	0	0	84	6	10	0	0	0	9	90	4	30	
	MANCHESTER	LUXAIR	S	D	31	0	0	94	6	0	0	0	0	3	100	2	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
DUBLIN																			
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	61	0	1	51	25	13	10	2	0	26	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	61	0	1	74	10	7	8	2	0	21	0	0	0		
	BIRMINGHAM	RYANAIR	S	A	97	0	0	91	4	3	2	0	0	6	84	12	85		
	BIRMINGHAM	RYANAIR	S	D	97	0	0	81	12	5	1	0	0	9	78	16	85		
	EDINBURGH	RYANAIR	S	A	118	2	0	95	4	1	0	0	0	3	87	6	113		
	EDINBURGH	RYANAIR	S	D	118	2	0	93	4	2	1	0	0	5	84	8	113		
	GATWICK	RYANAIR	S	A	154	0	1	86	10	3	1	0	0	6	73	9	124		
	GATWICK	RYANAIR	S	D	154	0	1	85	9	5	1	0	0	7	81	9	124		
	LUTON	RYANAIR	S	A	151	0	0	87	7	5	1	0	0	6	86	6	151		
	LUTON	RYANAIR	S	D	151	0	0	86	11	3	0	0	0	5	83	8	150		
	MANCHESTER	RYANAIR	S	A	120	0	1	94	2	3	1	1	0	6	77	10	128		
	MANCHESTER	RYANAIR	S	D	120	0	1	95	2	2	1	1	0	4	91	6	128		
	NEWCASTLE	RYANAIR	S	A	62	0	0	89	6	3	2	0	0	6	0	0	0		
	NEWCASTLE	RYANAIR	S	D	62	0	0	87	8	2	3	0	0	8	0	0	0		
	STANSTED	RYANAIR	S	A	361	0	3	80	14	5	2	0	0	9	65	14	366		
	STANSTED	RYANAIR	S	D	361	0	2	78	16	4	2	0	0	10	61	17	367		
<b>TOTAL DUBLIN</b>					<b>4837</b>	<b>13</b>	<b>54</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>16</b>	<b>16</b>		
DUBROVNIK																			
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	50	50	0	0	0	0	10	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0		
	GATWICK	CROATIA AIRLINES	S	A	13	0	0	46	23	23	8	0	0	22	64	31	11		
	GATWICK	CROATIA AIRLINES	S	D	10	0	0	50	30	20	0	0	0	18	55	30	11		
	MANCHESTER	CROATIA AIRLINES	S	A	6	0	0	50	33	17	0	0	0	17	50	18	8		
	MANCHESTER	CROATIA AIRLINES	S	D	5	0	0	60	20	20	0	0	0	13	50	13	6		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	3	0	0	67	0	33	0	0	0	13	0	0	0		
<b>TOTAL DUBROVNIK</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>22</b>	<b>22</b>		
DUNDEE																			
	LONDON CITY	SCOT AIRWAYS	S	A	113	0	11	92	4	1	4	0	0	9	88	9	117		
	LONDON CITY	SCOT AIRWAYS	S	D	116	0	8	87	8	3	3	0	0	9	86	8	117		
<b>TOTAL DUNDEE</b>					<b>229</b>	<b>0</b>	<b>19</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>9</b>	<b>9</b>		
DUSSELDORF																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
DUSSELDORF	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	106	0	0	83	11	6	0	0	0	8	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	105	0	0	85	8	7	1	0	0	7	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	106	0	0	81	10	5	4	0	0	10	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	107	0	0	84	9	4	3	0	0	7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	157	0	0	80	10	8	1	0	0	9	65	18	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	157	0	0	83	12	5	0	0	0	8	76	12	150
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	54	0	0	80	13	4	4	0	0	10	65	20	51
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	54	0	0	61	30	7	2	0	0	16	58	25	52
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	27	0	0	81	7	4	7	0	0	10	58	24	26
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	27	0	0	78	15	0	7	0	0	13	65	21	26
	HEATHROW	LUFTHANSA	S	A	104	0	0	72	19	6	3	0	0	12	80	11	124
	HEATHROW	LUFTHANSA	S	D	104	0	0	74	15	8	3	0	0	11	78	9	124
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	23	0	0	91	4	4	0	0	0	5	52	15	23
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	22	0	0	86	5	5	5	0	0	13	83	13	23
	HEATHROW	LUFTHANSA CITY LINE	S	A	20	0	0	65	20	5	5	5	0	25	0	0	0
	HEATHROW	LUFTHANSA CITY LINE	S	D	20	0	0	75	10	10	0	5	0	17	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	A	80	0	0	86	6	6	1	0	0	8	93	5	80
	MANCHESTER	LUFTHANSA CITY LINE	S	D	80	0	0	88	6	5	1	0	0	6	93	3	80
<b>TOTAL DUSSELDORF</b>					<b>1366</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>14</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
EDINBURGH	HEATHROW	BMI BRITISH MIDLAND	S	A	239	0	0	58	21	16	5	0	0	18	76	14	259
	HEATHROW	BMI BRITISH MIDLAND	S	D	239	0	1	56	23	17	4	0	0	18	75	12	261
	MANCHESTER	BMI REGIONAL	S	A	125	0	0	85	12	2	1	0	0	8	91	5	128
	MANCHESTER	BMI REGIONAL	S	D	127	0	0	91	6	2	2	0	0	5	97	2	127
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	184	0	0	82	8	7	3	0	0	10	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	184	1	0	82	7	6	5	0	0	11	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	18	0	0	83	17	0	0	0	0	7	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	68	21	11	0	0	0	12	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	158	1	0	77	14	6	3	0	0	11	77	14	26
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	160	0	0	88	8	3	2	0	0	6	85	7	26
	GATWICK	BRITISH AIRWAYS PLC	S	A	166	0	0	72	19	7	2	0	0	13	78	11	165
	GATWICK	BRITISH AIRWAYS PLC	S	D	166	0	0	74	16	9	1	0	0	10	75	14	165
	HEATHROW	BRITISH AIRWAYS PLC	S	A	337	0	0	55	25	16	4	0	0	18	58	19	334
	HEATHROW	BRITISH AIRWAYS PLC	S	D	337	0	0	70	19	9	2	0	0	12	67	14	335
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	135	0	0	76	7	11	5	1	0	13	55	26	140
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	134	0	0	67	11	13	8	1	0	20	59	25	140
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	174	1	1	82	10	4	3	1	1	11	80	10	191
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	175	0	0	77	14	6	3	0	0	12	62	17	192
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	169	0	1	64	10	13	11	1	0	23	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	169	1	0	60	17	13	10	1	0	24	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	150	0	7	69	11	13	6	1	0	20	75	14	179
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	152	0	3	68	10	9	11	2	0	23	69	19	157
	LONDON CITY	SCOT AIRWAYS	S	A	226	0	1	79	17	3	1	0	0	9	68	14	299
	LONDON CITY	SCOT AIRWAYS	S	D	227	0	0	90	7	2	0	0	0	5	80	10	299
<b>TOTAL EDINBURGH</b>					<b>4176</b>	<b>12</b>	<b>15</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>14</b>	<b>14</b>
EINDHOVEN	HEATHROW	HOLLANDEXEL	S	A	46	0	0	70	17	13	0	0	0	10	61	15	46
	HEATHROW	HOLLANDEXEL	S	D	46	0	0	54	22	24	0	0	0	17	63	17	46
	STANSTED	RYANAIR	S	A	58	0	0	91	9	0	0	0	0	3	77	7	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
EINDHOVEN	STANSTED	RYANAIR		S D	58	0	0	93	5	2	0	0	0	5	63	11	30	
<b>TOTAL EINDHOVEN</b>					<b>208</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>10</b>	
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC		S A	14	0	0	79	7	7	7	0	0	10	77	13	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	46	38	15	0	0	0	19	64	18	14	
<b>TOTAL ENTEBBE</b>					<b>27</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>16</b>	<b>16</b>	
ESBJERG	STANSTED	RYANAIR		S A	31	0	0	94	0	6	0	0	0	3	84	6	31	
	STANSTED	RYANAIR		S D	31	0	0	87	6	6	0	0	0	7	45	18	31	
<b>TOTAL ESBJERG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>12</b>	<b>12</b>	
EVENES																		
<b>TOTAL EVENES</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
EXETER																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
FAIROAKS																		
FARNBOROUGH																		
FARO																		
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	50	50	0	0	0	0	14	17	48	6	
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	75	25	0	0	0	0	6	40	18	5	
	GLASGOW	AIR LUXOR	C	A	7	0	0	57	14	14	0	14	0	42	33	101	3	
	GLASGOW	AIR LUXOR	C	D	6	0	0	50	17	0	17	17	0	56	100	11	1	
	NEWCASTLE	AIR LUXOR	C	A	8	0	0	38	25	25	13	0	0	28	0	88	4	
	NEWCASTLE	AIR LUXOR	C	D	7	0	0	57	14	29	0	0	0	19	0	81	4	
	HEATHROW	AIR PORTUGAL	S	A	28	0	0	57	36	7	0	0	0	14	42	22	31	
	HEATHROW	AIR PORTUGAL	S	D	28	0	0	89	11	0	0	0	0	3	94	5	31	
	MANCHESTER	AZZURRA AIR	C	A	4	0	0	25	50	0	25	0	0	33	50	24	4	
	MANCHESTER	AZZURRA AIR	C	D	4	0	0	75	0	0	25	0	0	27	50	25	4	
	GLASGOW	BMI BRITISH MIDLAND	C	A	7	0	0	57	14	14	14	0	0	27	67	23	3	
	GLASGOW	BMI BRITISH MIDLAND	C	D	6	0	0	33	67	0	0	0	0	16	50	33	2	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	0	50	0	0	57	0	23	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	2	67	20	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	75	9	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	14	0	0	86	7	0	0	7	0	18	88	8	17	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	85	0	8	0	8	0	20	94	4	16	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	0	0	20	87	40	44	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	0	20	83	75	14	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	33	18	3	
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	100	7	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	0	11	0	36	44	28	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	11	0	11	0	36	50	27	8	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	75	9	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	7	100	6	1	
	GATWICK	BRITISH AIRWAYS PLC	C	D	3	0	0	100	0	0	0	0	0	7	100	4	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	90	2	0	8	0	0	11	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	76	14	2	8	0	0	18	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	85	2	0	12	2	0	20	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	65	18	3	8	5	0	29	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					OCT 2002						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FARO																		
	GLASGOW	EUROATLANTIC AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	19	100	5	5	
	GLASGOW	EUROATLANTIC AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1	75	8	4	
	STANSTED	EUROATLANTIC AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	24	0	0	0	
	STANSTED	EUROATLANTIC AIRWAYS	C	D	3	0	0	0	0	100	0	0	0	46	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	0	100	0	0	0	0	20	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	67	9	3	
	GATWICK	EXCEL AIRWAYS LTD	C	A	12	0	0	83	8	8	0	0	0	6	70	151	10	
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	73	18	9	0	0	0	9	100	2	11	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	2	75	7	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	11	0	0	100	0	0	0	0	0	3	75	5	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	14	60	19	5	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	30	60	16	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	65	26	0	9	0	0	17	73	10	37	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	22	0	0	82	14	0	5	0	0	14	81	8	32	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	33	0	0	0	0	11	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	44	44	11	0	0	0	16	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	4	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	40	0	0	73	18	10	0	0	0	10	71	11	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	40	0	0	93	0	8	0	0	0	4	93	3	14	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	2	86	6	14	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	2	85	5	13	
	GATWICK	GB AIRWAYS LTD	S	A	62	0	0	89	5	5	2	0	0	7	84	7	63	
	GATWICK	GB AIRWAYS LTD	S	D	62	0	0	84	6	6	3	0	0	10	71	12	63	
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	100	0	0	0	0	0	2	100	1	13	
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	100	0	0	0	0	0	1	69	7	13	
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	79	11	0	5	0	5	28	61	33	18	
	GATWICK	MONARCH AIRLINES	S	A	26	0	0	85	8	0	8	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	25	1	1	80	12	0	4	4	0	14	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	94	0	0	6	0	0	11	76	17	17	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	100	2	7	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					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)												
FARO																		
	LUTON	MONARCH AIRLINES	S	A	13	0	0	85	8	8	0	0	0	7	82	8	11	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	100	0	0	0	0	0	3	80	7	10	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	100	2	7	
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	71	19	6	3	0	0	15	69	12	13	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	78	0	11	11	0	0	16	46	42	13	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	94	6	0	0	0	0	4	85	4	13	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	78	0	0	22	0	0	23	69	42	13	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	0	20	0	73	60	34	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	87	10	0	3	0	0	7	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	81	6	10	3	0	0	11	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	0	25	93	50	25	4	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	25	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	19	100	2	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	75	7	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	67	11	6	17	0	0	20	60	35	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	78	6	0	17	0	0	15	78	17	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	25	53	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	50	41	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	1	0	67	33	0	0	0	0	6	100	4	3	
	GATWICK	SATA	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	12	0	0	83	8	0	8	0	0	9	80	8	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	11	0	0	82	9	0	9	0	0	14	75	24	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	76	14	5	5	0	0	12	79	14	29	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	81	14	0	5	0	0	13	93	10	28	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	15	0	0	0	0	5	70	10	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	0	17	0	0	0	11	60	13	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	79	16	5	0	0	0	7	83	7	24	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	95	0	5	0	0	0	3	100	0	23	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	1	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	1	100	1	9	
<b>TOTAL FARO</b>					<b>1336</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>15</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FIGARI	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	0	50	14	4
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	0	100	4	4
<b>TOTAL FIGARI</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>9</b>	<b>9</b>
FLORENCE	GATWICK	MERIDIANA AIR	S	A	59	0	2	73	15	2	10	0	0	17	56	24	59
	GATWICK	MERIDIANA AIR	S	D	59	0	2	68	15	10	7	0	0	16	67	20	58
<b>TOTAL FLORENCE</b>					<b>118</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>22</b>	<b>22</b>
FORLI	STANSTED	RYANAIR	S	A	61	0	2	74	18	5	3	0	0	13	39	31	31
	STANSTED	RYANAIR	S	D	62	0	1	73	19	6	2	0	0	12	32	22	31
<b>TOTAL FORLI</b>					<b>125</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>35</b>	<b>27</b>	<b>27</b>
FRANKFURT MAIN	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	23	0	0	83	9	4	4	0	0	9	50	15	22
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	22	0	0	55	18	23	5	0	0	21	36	23	22
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	130	0	0	83	13	3	1	0	0	7	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	130	0	0	85	9	3	2	0	0	7	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	3	0	0	100	0	0	0	0	0	4	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	70	0	0	93	3	1	3	0	0	7	72	18	25
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	2	0	0	100	0	0	0	0	0	3	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	72	0	0	68	21	10	1	0	0	12	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	73	0	0	64	16	14	5	0	0	18	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	139	0	0	76	14	9	1	0	0	12	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	140	0	0	89	6	4	1	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	53	0	0	91	8	2	0	0	0	4	54	20	80
	GATWICK	BRITISH AIRWAYS PLC	S	D	54	0	0	85	9	4	2	0	0	8	46	25	81
	HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	0	80	11	7	1	0	0	10	65	18	289
	HEATHROW	BRITISH AIRWAYS PLC	S	D	238	0	0	75	16	8	1	0	0	11	64	18	289

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
FRANKFURT MAIN																		
	BIRMINGHAM	LUFTHANSA	S	A	93	0	0	77	18	1	3	0	0	9	62	16	93	
	BIRMINGHAM	LUFTHANSA	S	D	91	0	2	65	26	7	2	0	0	14	63	19	92	
	EDINBURGH	LUFTHANSA	S	A	75	0	0	80	9	9	1	0	0	11	0	0	0	
	EDINBURGH	LUFTHANSA	S	D	75	0	0	61	32	5	1	0	0	14	0	0	0	
	HEATHROW	LUFTHANSA	S	A	310	0	0	71	18	9	1	0	0	12	65	15	305	
	HEATHROW	LUFTHANSA	S	D	310	0	0	66	25	8	1	0	0	14	62	16	305	
	MANCHESTER	LUFTHANSA	S	A	93	1	0	74	18	6	1	0	0	12	48	22	93	
	MANCHESTER	LUFTHANSA	S	D	93	0	0	86	11	3	0	0	0	6	60	16	93	
	EDINBURGH	LUFTHANSA CITY LINE	S	A	18	0	0	61	17	22	0	0	0	18	51	22	93	
	EDINBURGH	LUFTHANSA CITY LINE	S	D	18	0	0	39	39	17	6	0	0	23	32	26	93	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	50	0	0	90	4	4	2	0	0	7	47	19	72	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	50	0	0	42	40	14	4	0	0	21	14	31	72	
<b>TOTAL FRANKFURT MAIN</b>					<b>2663</b>	<b>3</b>	<b>5</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>19</b>	<b>19</b>	
FREEPORT																		
FREETOWN																		
	GATWICK	SIERRA NATIONAL AIRLINES	S	A	4	0	0	50	25	0	25	0	0	21	40	86	5	
	GATWICK	SIERRA NATIONAL AIRLINES	S	D	3	0	1	0	0	100	0	0	0	38	25	47	4	
<b>TOTAL FREETOWN</b>					<b>7</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>14</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>69</b>	<b>69</b>	
FRIEDRICHSHAFEN																		
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	61	19	31	
	STANSTED	RYANAIR	S	D	31	0	0	90	10	0	0	0	0	8	23	33	31	
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>42</b>	<b>26</b>	<b>26</b>	
FUERTEVENTURA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	5	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	1	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	83	0	17	0	0	0	9	43	33	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	14	0	0	0	10	67	18	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	0	47	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	25	41	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	40	13	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9	60	28	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FUERTEVENTURA																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	70	18	10	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	0	25	271	60	8	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	0	25	266	80	4	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	2	0	100	0	0	0	0	0	0	100	2	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	0	60	15	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	100	0	0	0	0	0	3	60	18	10	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	3	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	8	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	80	20	0	0	0	0	6	100	3	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	1	0	78	22	0	0	0	0	6	80	6	10	
	GLASGOW	IBERWORLD	C	A	5	0	0	100	0	0	0	0	0	3	80	4	5	
	GLASGOW	IBERWORLD	C	D	5	0	0	80	20	0	0	0	0	3	80	8	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	86	19	7	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	12	71	23	7	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	10	80	17	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	16	80	20	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	44	0	11	0	0	30	67	26	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	0	0	11	0	31	67	31	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	28	100	2	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	100	0	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	1	0	46	15	23	15	0	0	26	56	9	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	79	0	7	14	0	0	17	78	7	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	4	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	9	80	4	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	100	2	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	0	12	12	0	0	24	78	14	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	82	0	6	12	0	0	21	67	10	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FUERTEVENTURA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	91	0	9	0	0	0	6	100	2	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	100	0	0	0	0	0	0	100	3	6
<b>TOTAL FUERTEVENTURA</b>					<b>297</b>	<b>4</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>74</b>	<b>18</b>	<b>18</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	4	0	0	50	25	25	0	0	0	20	0	0	0
	GATWICK	AIR PORTUGAL	S	D	4	0	1	25	50	25	0	0	0	20	0	0	0
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	78	22	0	0	0	7	22	36	9	
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	44	33	11	11	0	21	11	54	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	75	12	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	4	50	12	4	
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	1	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	5	100	0	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	2	100	3	4	
	GLASGOW	EUROATLANTIC AIRWAYS	C	A	3	1	0	67	33	0	0	0	6	100	0	4	
	GLASGOW	EUROATLANTIC AIRWAYS	C	D	3	1	0	100	0	0	0	0	4	100	0	4	
	NEWCASTLE	EUROATLANTIC AIRWAYS	C	A	3	1	0	100	0	0	0	0	0	100	0	4	
	NEWCASTLE	EUROATLANTIC AIRWAYS	C	D	3	1	0	67	33	0	0	0	8	100	4	3	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	88	0	0	0	0	13	58	75	10	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	11	75	9	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	4	100	5	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	2	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	29	75	11	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	31	100	1	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	9	50	14	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	20	100	1	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	13	50	23	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	1	100	3	4	
	GATWICK	GB AIRWAYS LTD	S	A	19	0	0	68	21	5	5	0	16	72	76	18	
	GATWICK	GB AIRWAYS LTD	S	D	19	0	0	68	5	21	0	5	24	89	22	18	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	18	75	5	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	17	75	11	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	12	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
FUNCHAL																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	16	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	80	18	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	88	17	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	0	8	
<b>TOTAL FUNCHAL</b>					<b>178</b>	<b>4</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>76</b>	<b>20</b>	<b>20</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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		LUTON	AER ARRAN	S A	28	2	3	89	7	4	0	0	0	5	94	6	31
		LUTON	AER ARRAN	S D	31	0	1	71	26	3	0	0	0	8	87	10	31
		MANCHESTER	AER ARRAN	S A	31	0	0	71	23	3	3	0	0	10	0	0	0
		MANCHESTER	AER ARRAN	S D	31	0	0	84	10	3	3	0	0	8	0	0	0
<b>TOTAL GALWAY</b>					<b>121</b>	<b>2</b>	<b>4</b>	<b>79</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>8</b>	<b>8</b>
GATWICK		EDINBURGH	BRITISH AIRWAYS PLC	S A	166	0	0	82	14	4	1	0	0	7	77	11	165
		EDINBURGH	BRITISH AIRWAYS PLC	S D	166	0	0	62	26	10	2	0	0	15	75	14	165
		GLASGOW	BRITISH AIRWAYS PLC	S A	170	0	0	91	8	1	1	0	0	5	65	14	168
		GLASGOW	BRITISH AIRWAYS PLC	S D	170	0	0	84	10	5	1	0	0	8	71	14	168
		MANCHESTER	BRITISH AIRWAYS PLC	S A	198	0	0	88	6	4	2	0	0	7	74	12	200
		MANCHESTER	BRITISH AIRWAYS PLC	S D	198	1	0	90	6	3	2	0	0	5	82	10	200
		NEWCASTLE	BRITISH AIRWAYS PLC	S A	124	0	0	90	3	5	2	0	0	7	0	0	0
		NEWCASTLE	BRITISH AIRWAYS PLC	S D	124	0	0	82	13	4	1	0	0	9	0	0	0
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	134	0	0	75	10	8	7	0	0	14	63	22	139
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	135	0	0	66	15	11	7	1	0	19	55	26	140
		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C A	2	0	0	50	50	0	0	0	0	9	100	0	1
		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C D	2	1	0	100	0	0	0	0	0	0	0	0	0
		MANCHESTER	MY TRAVEL AIRWAYS UK	C D	2	0	0	50	0	0	50	0	0	33	0	0	0
		GLASGOW	THOMAS COOK AIRLINES LTD	C D	2	0	0	100	0	0	0	0	0	0	100	0	1
<b>TOTAL GATWICK</b>					<b>1601</b>	<b>12</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>15</b>	<b>15</b>
GENEVA		LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S A	15	0	0	73	7	20	0	0	0	13	0	0	0
		LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S D	15	0	0	40	40	20	0	0	0	21	0	0	0
		MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S A	53	0	0	87	11	2	0	0	0	5	0	0	0
		MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S D	53	1	0	79	15	4	2	0	0	7	0	0	0
		GATWICK	BRITISH AIRWAYS PLC	S A	63	0	0	86	6	5	3	0	0	9	85	8	89
		GATWICK	BRITISH AIRWAYS PLC	S D	63	0	0	86	3	5	6	0	0	13	82	10	89
		HEATHROW	BRITISH AIRWAYS PLC	S A	179	0	0	78	14	7	1	0	0	8	71	13	177
		HEATHROW	BRITISH AIRWAYS PLC	S D	179	0	0	76	17	7	1	0	0	9	75	14	177



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GENEVA																		
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	51	0	5	84	2	4	10	0	0	14	71	14	28	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	50	0	3	80	8	2	10	0	0	17	64	17	28	
	GATWICK	EASYJET SWITZERLAND	S	A	94	0	0	85	2	4	6	2	0	16	84	12	67	
	GATWICK	EASYJET SWITZERLAND	S	D	94	0	0	76	11	5	7	1	0	17	81	14	67	
	LUTON	EASYJET SWITZERLAND	S	A	119	0	1	81	8	8	2	1	0	11	83	18	120	
	LUTON	EASYJET SWITZERLAND	S	D	119	1	0	59	18	18	5	1	0	21	65	16	119	
	HEATHROW	SWISS AIRLINES	S	A	120	0	1	88	8	3	1	0	0	6	89	7	124	
	HEATHROW	SWISS AIRLINES	S	D	120	0	1	88	8	3	1	0	0	7	88	6	123	
<b>TOTAL GENEVA</b>					<b>1387</b>	<b>14</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>12</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	1	68	12	34	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	93	7	0	0	0	0	4	79	11	34	
	STANSTED	RYANAIR	S	A	64	0	0	89	3	5	3	0	0	8	62	19	61	
	STANSTED	RYANAIR	S	D	61	1	0	74	25	2	0	0	0	9	48	21	61	
<b>TOTAL GENOA</b>					<b>187</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>17</b>	<b>17</b>	
GERONA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	60	22	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	89	4	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	0	5	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	80	28	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	3	75	41	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	0	13	0	45	78	58	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	71	14	14	0	0	0	7	86	34	7	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	75	6	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	67	0	0	17	17	0	44	100	0	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	21	100	0	5	
	GATWICK	GB AIRWAYS LTD	S	A	18	0	3	83	11	6	0	0	0	6	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	3	83	17	0	0	0	0	6	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	15	100	0	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
GERONA																		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	0	71	28	7
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	71	38	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	12	50	33	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	24	75	28	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	75	168	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	8	67	109	3	
	BIRMINGHAM	RYANAIR	S	A	2	0	0	50	50	0	0	0	0	12	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	A	127	0	1	85	11	2	1	0	1	9	0	0	0	
	STANSTED	RYANAIR	S	D	127	1	0	76	16	7	1	0	0	11	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	0	0	17	0	57	100	0	1	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	14	0	0	0	0	4	100	0	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	75	8	4	
<b>TOTAL GERONA</b>					<b>421</b>	<b>1</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>20</b>	<b>20</b>	
GHARDAIA																		
	GATWICK	ASTRAEUS LTD	C	A	10	0	0	50	30	20	0	0	0	17	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	10	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	0	0	0	
<b>TOTAL GHARDAIA</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	60	0	2	83	2	7	5	3	0	17	89	6	61	
	GATWICK	GB AIRWAYS LTD	S	D	61	0	1	70	11	5	11	2	0	22	69	13	62	
	LUTON	MONARCH AIRLINES	S	A	30	0	1	87	7	0	0	3	3	64	76	9	25	
	LUTON	MONARCH AIRLINES	S	D	30	0	1	87	7	3	3	0	0	10	85	10	26	
<b>TOTAL GIBRALTAR</b>					<b>181</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>79</b>	<b>9</b>	<b>9</b>	
GLASGOW																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	233	0	0	63	18	15	4	0	0	14	78	12	234	
	HEATHROW	BMI BRITISH MIDLAND	S	D	235	0	2	73	15	9	3	0	0	11	76	12	232	
	MANCHESTER	BMI REGIONAL	S	A	119	0	0	87	7	3	2	1	0	9	89	6	123	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
GLASGOW	MANCHESTER	BMI REGIONAL	S	D	120	0	0	97	2	1	1	0	0	2	98	1	123
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	176	1	0	81	11	6	2	0	0	10	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	176	0	0	78	8	8	6	0	0	13	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	57	0	0	82	9	5	4	0	0	9	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	56	0	0	66	21	11	2	0	0	14	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	153	0	0	82	12	5	2	0	0	8	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	152	1	0	84	3	9	3	0	0	9	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	170	0	0	85	12	3	1	0	0	6	70	12	168
	GATWICK	BRITISH AIRWAYS PLC	S	D	170	0	0	84	12	3	1	0	0	7	75	13	169
	HEATHROW	BRITISH AIRWAYS PLC	S	A	340	0	0	72	16	9	3	0	0	12	70	14	335
	HEATHROW	BRITISH AIRWAYS PLC	S	D	340	0	0	76	16	5	3	0	0	11	66	15	335
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	172	0	0	90	4	3	2	0	0	5	80	10	192
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	172	0	0	85	6	7	2	0	0	9	61	19	192
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	142	1	1	93	1	3	3	0	0	4	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	143	0	0	83	8	6	3	0	0	10	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	154	0	2	63	23	8	6	1	0	18	55	24	152
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	153	0	5	61	18	14	7	0	0	23	51	28	158
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL GLASGOW</b>					<b>3447</b>	<b>7</b>	<b>18</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>14</b>	<b>14</b>
GOA	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	0	33	33	0	0	65	0	127	3
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	20	33	46	3
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	29	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL GOA</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>17</b>	<b>86</b>	<b>86</b>
GOTEBORG	MANCHESTER	CITY AIRLINE	S	A	24	0	0	96	4	0	0	0	0	8	60	14	47
	MANCHESTER	CITY AIRLINE	S	D	26	0	1	100	0	0	0	0	0	0	89	7	47
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	49	0	1	88	4	4	4	0	0	9	66	18	47

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GOTEBORG																		
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	50	0	0	84	4	4	8	0	0	11	76	11	46	
	HEATHROW	SAS	S	A	62	0	0	66	18	11	5	0	0	16	79	11	62	
	HEATHROW	SAS	S	D	61	0	0	89	5	3	3	0	0	6	84	7	61	
<b>TOTAL GOTEBORG</b>					<b>273</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>11</b>	<b>11</b>	
GOTEBORG (SAVE)																		
	STANSTED	RYANAIR	S	A	60	0	0	62	28	8	2	0	0	13	38	24	53	
	STANSTED	RYANAIR	S	D	60	0	0	67	23	10	0	0	0	12	53	17	53	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>26</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>45</b>	<b>21</b>	<b>21</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	82	18	0	0	0	0	4	94	1	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	83	11	6	0	0	0	9	72	17	18	
<b>TOTAL GRAND CAYMAN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>9</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	0	88	15	33	
	STANSTED	RYANAIR	S	D	31	0	0	81	16	3	0	0	0	9	70	23	33	
<b>TOTAL GRAZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>19</b>	<b>19</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	0	20	0	0	19	100	0	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	60	20	0	0	20	0	48	40	21	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	20	20	0	20	153	63	163	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	36	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	2	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	50	50	0	0	0	0	18	0	0	0	
<b>TOTAL GRENADA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>53</b>	<b>67</b>	<b>78</b>	<b>78</b>	
GRENOBLE																		
GRONINGEN																		
	STANSTED	RYANAIR	S	A	31	0	0	84	10	6	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	74	6	13	6	0	0	12	0	0	0	
<b>TOTAL GRONINGEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>15</b>	<b>15</b>	
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	99	0	0	98	0	2	0	0	0	2	0	0	0	
	GATWICK	AURIGNY AIR SERVICES	S	D	99	0	0	93	4	2	1	0	0	5	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					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)												
GUERNSEY																		
	MANCHESTER	AURIGNY AIR SERVICES	S	A	99	0	0	86	9	4	1	0	0	9	82	12	87	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	99	0	0	94	3	2	1	0	0	3	93	4	86	
	STANSTED	AURIGNY AIR SERVICES	S	A	85	0	2	73	19	4	2	2	0	15	80	11	96	
	STANSTED	AURIGNY AIR SERVICES	S	D	85	0	2	85	7	6	2	0	0	10	76	12	95	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	58	19	3	16	3	0	32	49	28	35	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	33	0	0	58	18	3	18	3	0	36	63	22	35	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	122	0	0	89	6	3	2	0	0	6	93	5	122	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	123	0	0	89	6	3	2	0	0	7	91	6	122	
<b>TOTAL GUERNSEY</b>					<b>875</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>12</b>	
GURYEV																		
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	60	20	20	0	0	0	12	0	27	2	
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	0	80	0	20	0	0	0	10	0	0	0	
<b>TOTAL GURYEV</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>27</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HAHN																		
	STANSTED	RYANAIR	S	A	152	0	0	93	3	2	0	3	0	9	78	12	116	
	STANSTED	RYANAIR	S	D	152	0	0	79	16	5	0	0	0	10	57	19	114	
<b>TOTAL HAHN</b>					<b>304</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>16</b>	<b>16</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	14	0	0	57	21	14	7	0	0	18	90	6	31	
	HEATHROW	AIR CANADA	S	D	14	0	0	86	14	0	0	0	0	8	55	16	31	
<b>TOTAL HALIFAX INT</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>11</b>	<b>11</b>	
HAMBURG																		
	STANSTED	AIR BERLIN	S	A	31	0	0	97	3	0	0	0	0	3	0	0	0	
	STANSTED	AIR BERLIN	S	D	31	0	0	90	6	3	0	0	0	7	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	54	0	0	96	2	2	0	0	0	3	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	54	0	0	93	6	2	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	80	17	2	1	0	0	8	73	17	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	76	13	9	2	0	0	13	65	21	124	
	HEATHROW	LUFTHANSA	S	A	93	0	0	84	5	9	2	0	0	9	84	9	97	
	HEATHROW	LUFTHANSA	S	D	93	0	0	87	6	5	1	0	0	6	86	7	96	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	53	0	0	85	11	4	0	0	0	9	68	11	28	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	53	0	0	87	8	6	0	0	0	6	79	6	28	
<b>TOTAL HAMBURG</b>					<b>710</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>13</b>	
HANOVER																		
	STANSTED	AIR BERLIN	S	A	31	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	AIR BERLIN	S	D	31	0	0	97	3	0	0	0	0	4	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	83	0	0	67	12	11	8	0	1	25	77	15	91	
	HEATHROW	BMI BRITISH MIDLAND	S	D	84	0	1	54	17	18	12	0	0	24	74	15	90	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	29	0	0	90	3	7	0	0	0	5	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	63	10	17	10	0	0	21	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	0	0	75	0	20	5	0	0	16	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	53	0	0	75	11	4	9	0	0	14	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	54	0	0	76	9	6	9	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	81	0	0	85	9	2	4	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	81	0	0	89	5	4	2	0	0	8	0	0	0	
<b>TOTAL HANOVER</b>					<b>578</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>14</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	13	0	1	46	38	0	0	8	8	58	0	63	18	
	GATWICK	AIR ZIMBABWE	S	D	13	0	2	77	8	8	8	0	0	20	61	25	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	100	0	0	0	0	0	0	0	100	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	60	10	30	0	0	0	19	50	57	2	
<b>TOTAL HARARE</b>					<b>46</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>43</b>	<b>36</b>	<b>36</b>	
HASSI MESSAOUD																		
HAUGESUND																		
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	81	13	6	0	0	0	9	0	0	0	
<b>TOTAL HAUGESUND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	4	0	0	100	0	0	0	0	0	0	25	33	4	
	GATWICK	CUBANA	S	D	4	0	0	50	50	0	0	0	0	17	0	61	4	
<b>TOTAL HAVANA</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>23</b>	<b>40</b>	<b>40</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	239	0	1	55	25	16	4	0	0	18	75	12	261	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	239	0	1	54	22	20	4	0	0	20	78	14	260	
	GLASGOW	BMI BRITISH MIDLAND	S	A	235	0	1	69	18	11	2	0	0	13	72	13	233	
	GLASGOW	BMI BRITISH MIDLAND	S	D	233	0	3	63	20	13	4	0	0	16	77	14	236	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	238	0	2	57	24	13	5	0	0	17	71	14	217	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	236	0	3	80	10	9	1	0	0	9	88	8	216	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	337	0	0	63	22	13	2	0	0	15	62	17	334	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	337	0	0	58	23	14	4	0	0	17	70	16	334	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	340	0	0	73	19	5	3	0	0	12	61	17	334	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	340	0	0	76	13	8	3	0	0	11	75	13	334	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	309	0	1	68	22	6	4	0	0	13	66	16	306	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	309	0	0	80	11	8	1	0	0	8	86	8	306	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	171	0	0	68	20	11	1	0	0	14	65	19	169	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	171	0	0	80	11	8	2	0	0	10	87	9	169	
<b>TOTAL HEATHROW</b>					<b>3741</b>	<b>1</b>	<b>12</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>14</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	0	88	8	1	1	0	1	10	77	12	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	76	0	0	91	5	4	0	0	0	5	77	15	62	
	MANCHESTER	CITY AIRLINE	S	A	26	0	0	96	4	0	0	0	0	5	0	0	0	
	MANCHESTER	CITY AIRLINE	S	D	23	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	FINNAIR	S	A	118	1	0	83	14	3	1	0	0	6	73	12	112	
	HEATHROW	FINNAIR	S	D	118	1	0	83	13	3	1	0	0	7	79	9	112	
	MANCHESTER	FINNAIR	S	A	54	1	0	91	6	4	0	0	0	7	72	15	54	
	MANCHESTER	FINNAIR	S	D	54	0	0	94	4	2	0	0	0	3	90	7	31	
	STANSTED	FLYING FINN	S	A	30	0	1	87	0	0	3	10	0	30	0	0	0	
	STANSTED	FLYING FINN	S	D	30	0	1	87	0	0	3	10	0	25	0	0	0	
<b>TOTAL HELSINKI</b>					<b>605</b>	<b>3</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>12</b>	
HERAKLION																		
	NEWCASTLE	AIR CORDIAL LTD	C	A	2	0	0	100	0	0	0	0	0	6	0	52	2	
	NEWCASTLE	AIR CORDIAL LTD	C	D	2	0	0	100	0	0	0	0	0	7	0	74	2	
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	0	100	0	0	0	0	17	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	50	50	0	0	0	0	17	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	3	0	0	33	33	0	33	0	0	33	33	28	3	
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	33	0	33	33	0	0	41	50	14	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	14	75	4	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	18	100	3	3	
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	92	0	0	8	0	0	11	70	12	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	80	10	10	0	0	0	8	71	5	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	92	8	0	0	0	0	5	56	15	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	5	86	6	7	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	100	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	1	0	100	0	0	0	0	0	2	85	19	13	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	80	31	10	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	13	83	46	6	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	6	0	0	83	0	17	0	0	0	8	67	52	6	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	70	0	20	0	10	0	40	100	1	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	75	0	0	25	0	0	20	100	4	5	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	25	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	69	23	8	0	0	0	9	61	10	23	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	82	18	0	0	0	0	4	89	6	18	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	80	15	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	80	5	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	8	44	19	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	78	7	9	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	75	0	0	25	0	0	19	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
	BIRMINGHAM	ISLANDSFLUG	C	A	4	0	0	75	0	0	25	0	0	45	0	0	0	
	BIRMINGHAM	ISLANDSFLUG	C	D	3	0	0	67	0	0	0	33	0	70	0	0	0	
	MANCHESTER	ISLANDSFLUG	C	A	4	0	0	25	0	25	50	0	0	79	0	0	0	
	MANCHESTER	ISLANDSFLUG	C	D	3	0	0	33	0	33	33	0	0	69	0	0	0	
	STANSTED	ISLANDSFLUG	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	6	0	0	83	0	0	17	0	0	14	89	19	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	100	3	8	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	70	20	10	0	0	0	8	73	8	11	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	89	0	11	0	0	0	5	90	5	10	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	70	20	0	10	0	0	17	67	36	9	
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	71	14	0	14	0	0	15	50	40	10	
	NEWCASTLE	MONARCH AIRLINES	C	A	3	0	0	33	0	33	33	0	0	55	0	0	0	
	NEWCASTLE	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	0	25	264	88	10	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	6	86	12	7	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	50	20	0	10	20	0	66	82	20	11	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	0	0	0	14	0	28	78	7	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	1	0	40	0	40	0	0	20	100	83	10	6	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					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)											
HERAKLION	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	50	0	0	0	29	50	16	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	40	100	1	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	0	33	0	0	35	100	6	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	40	20	0	0	41	80	4	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	32	80	9	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	1	90	5	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	88	10	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	0	14	0	0	16	100	0	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	7
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	80	29	5	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	37	75	40	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	4	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	4	4
<b>TOTAL HERAKLION</b>					<b>362</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>78</b>	<b>16</b>	<b>16</b>
HOLGUIN (FRANK PAIS)	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	60	20	0	10	10	0	41	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>9</b>	<b>9</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	65	10	23	3	0	0	15	82	9	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	77	16	6	0	0	0	10	55	25	62
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	93	0	0	70	17	10	2	1	0	14	68	14	80
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	93	0	0	56	27	14	2	1	0	19	45	22	80
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	58	29	6	6	0	0	19	84	12	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	10	6	6	0	0	15	68	18	31
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>372</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>17</b>	<b>17</b>
HOUSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	41	0	1	88	7	5	0	0	0	7	84	7	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	42	0	1	88	5	2	5	0	0	9	84	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	87	7	30	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	90	0	7	3	0	0	7	61	15	31

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
HOUSTON																		
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	89	3	6	2	0	0	6	69	19	62	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	95	3	2	0	0	0	4	69	20	62	
<b>TOTAL HOUSTON</b>					<b>267</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>14</b>	<b>14</b>	
HUMBERSIDE																		
HURGHADA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	86	5	7	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	1	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	56	11	22	11	0	0	25	75	8	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	7	100	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	0	0	0	
<b>TOTAL HURGHADA</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>3</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>4</b>	<b>4</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	GLASGOW	AIR EUROPA	C	A	3	0	0	67	33	0	0	0	0	8	0	0	0	0
	GLASGOW	AIR EUROPA	C	D	2	1	0	50	0	50	0	0	0	17	0	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	77	15	8	0	0	0	9	92	3	12	12
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	12	0	0	83	0	17	0	0	0	8	89	5	9	9
	GATWICK	BRITANNIA AIRWAYS	C	A	16	0	0	94	0	6	0	0	0	3	79	9	14	14
	GATWICK	BRITANNIA AIRWAYS	C	D	15	0	0	93	0	0	7	0	0	5	100	2	10	10
	GLASGOW	BRITANNIA AIRWAYS	C	A	13	0	0	77	8	0	15	0	0	15	50	37	18	18
	GLASGOW	BRITANNIA AIRWAYS	C	D	10	0	0	60	10	20	10	0	0	23	77	16	13	13
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	7	92	4	12	12
	LUTON	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	14	0	0	0	9	89	6	9	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	15	0	0	80	7	0	13	0	0	19	79	19	19	19
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	85	0	0	15	0	0	17	85	19	13	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	1	78	16	9	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	0	83	7	6	6
	STANSTED	BRITANNIA AIRWAYS	C	A	11	0	0	91	9	0	0	0	0	3	73	79	11	11
	STANSTED	BRITANNIA AIRWAYS	C	D	10	0	0	90	0	10	0	0	0	6	78	6	9	9
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	38	3	0	79	5	8	8	0	0	13	0	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	39	1	2	72	8	10	8	3	0	23	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	1	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	9	100	10	3	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	82	9	17	17
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	77	8	13	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	94	6	0	0	0	0	3	94	2	18	18
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	93	0	7	0	0	0	5	93	5	14	14
	GLASGOW	IBERWORLD	C	A	5	0	0	100	0	0	0	0	0	0	83	9	6	6
	GLASGOW	IBERWORLD	C	D	5	0	0	80	20	0	0	0	0	3	60	10	5	5
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	19	75	99	4	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	67	129	3	3
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	12	0	0	92	8	0	0	0	0	2	75	19	12	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	30	0	0	0	0	8	89	9	9	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	90	0	10	0	0	0	7	100	2	7	7

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
IBIZA	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	1	100	1	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	0	0	13	13	112	75	5	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	0	0	0	14	14	128	67	7	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	92	0	0	8	0	0	8	85	13	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	80	10	10	0	0	0	6	100	2	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	0	25	0	0	22	63	45	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	0	0	14	0	0	15	67	60	6
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	5	100	0	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4
	EDINBURGH	SPANAIR	C	A	4	0	0	25	0	25	50	0	0	58	0	0	0
	EDINBURGH	SPANAIR	C	D	3	0	0	33	33	33	0	0	0	22	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	100	0	0	0	0	0	2	75	18	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	1	0	89	11	0	0	0	0	4	71	21	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	14	0	0	0	5	100	0	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	14	100	2	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	15	100	1	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	0	0	11	50	100	0	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	21	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	6	67	20	3
<b>TOTAL IBIZA</b>					<b>496</b>	<b>7</b>	<b>2</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>81</b>	<b>17</b>	<b>17</b>
INGOLSTADT																	
INVERNESS																	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	92	0	0	78	12	5	4	0	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	92	0	0	86	7	3	4	0	0	10	0	0	0
	BIRMINGHAM	EASTERN AIRWAYS	S	A	10	0	0	80	20	0	0	0	0	11	0	0	0
	BIRMINGHAM	EASTERN AIRWAYS	S	D	10	0	0	70	30	0	0	0	0	9	0	0	0
	MANCHESTER	EASTERN AIRWAYS	S	A	69	0	0	91	1	6	1	0	0	7	0	0	0
	MANCHESTER	EASTERN AIRWAYS	S	D	69	0	0	97	0	1	1	0	0	3	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	13	6	3	0	0	12	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	13	3	6	0	0	15	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	77	10	3	5	5	0	21	74	17	38
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	62	23	10	5	0	0	16	50	28	38

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
INVERNESS																		
	EDINBURGH	LOGANAIR	S	A	55	0	0	80	5	4	9	2	0	20	0	0	0	
	GLASGOW	LOGANAIR	S	A	32	1	0	63	19	9	6	3	0	24	74	15	46	
	GLASGOW	LOGANAIR	S	D	31	0	0	26	45	29	0	0	0	23	73	18	48	
<b>TOTAL INVERNESS</b>					<b>601</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>15</b>	<b>15</b>	
ISLAMABAD																		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	13	0	0	85	15	0	0	0	0	6	64	27	14	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	14	0	0	79	21	0	0	0	0	9	71	16	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	23	31	38	8	0	0	32	22	45	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	46	38	15	0	0	0	20	22	41	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	16	0	0	56	31	13	0	0	0	15	23	49	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	17	0	0	65	35	0	0	0	0	11	38	38	13	
<b>TOTAL ISLAMABAD</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>35</b>	<b>35</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	48	0	0	67	19	8	4	2	0	15	76	20	46	
	GLASGOW	LOGANAIR	S	D	49	0	0	53	22	14	8	2	0	27	68	27	47	
<b>TOTAL ISLAY</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>23</b>	<b>23</b>	
ISLE OF MAN																		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	58	0	0	97	3	0	0	0	0	2	92	7	106	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	58	0	0	100	0	0	0	0	0	1	94	4	106	
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	A	85	0	0	84	14	1	1	0	0	7	76	10	85	
	GATWICK	BA CITIEXPRESS (IOM) LTD	S	D	85	0	0	85	8	6	1	0	0	9	75	11	85	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	74	13	3	10	0	0	15	74	13	39	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	77	10	3	10	0	0	16	64	14	39	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	87	6	6	0	0	0	5	90	5	29	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	84	13	3	0	0	0	4	93	4	28	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	101	0	0	91	5	4	0	0	0	6	80	13	93	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	106	0	0	92	6	2	0	0	0	2	90	5	93	
	NEWCASTLE	EASTERN AIRWAYS	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	30	0	1	77	7	13	3	0	0	13	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	68	13	13	3	3	0	23	0	0	0	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	44	0	1	98	2	0	0	0	0	1	83	10	47	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	45	0	0	96	2	2	0	0	0	4	71	14	48	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
ISLE OF MAN																		
<b>TOTAL ISLE OF MAN</b>					<b>777</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>9</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	66	23	11	0	0	0	12	77	13	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	69	21	10	0	0	0	12	66	16	62	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	16	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	14	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0	
	STANSTED	ONUR AIR	C	A	11	0	0	9	18	27	36	0	9	115	0	0	0	
	STANSTED	ONUR AIR	C	D	11	0	0	9	18	9	55	0	9	113	0	0	0	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	C	A	9	0	0	22	11	44	22	0	0	49	0	0	0	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	C	D	9	0	0	22	0	22	22	33	0	106	0	0	0	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	93	0	0	47	18	24	10	1	0	28	44	28	91	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	93	0	0	65	8	20	5	2	0	24	68	17	92	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	22	0	0	18	32	41	9	0	0	37	28	28	18	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	22	0	0	18	23	45	14	0	0	39	22	29	18	
<b>TOTAL ISTANBUL</b>					<b>422</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>18</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>57</b>	<b>22</b>	<b>22</b>	
IZMIR (ADNAM MENDERES)																		
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	8	0	0	38	38	25	0	0	0	23	13	55	8	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	8	0	0	13	38	13	38	0	0	43	0	77	8	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	6	0	0	67	33	0	0	0	0	11	20	36	10	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	6	0	0	50	17	33	0	0	0	19	40	30	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	88	4	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	100	4	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	1	80	8	5	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
IZMIR (ADNAM MENDERES)	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	4	3
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>28</b>	<b>28</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS PLC	S	A	18	0	0	94	6	0	0	0	0	5	88	6	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	67	17	11	6	0	0	22	71	9	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	26	0	0	46	42	12	0	0	0	18	18	38	22
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	26	1	0	73	23	4	0	0	0	10	82	8	22
<b>TOTAL JEDDAH</b>					<b>88</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>16</b>	<b>16</b>
JEREZ	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL JEREZ</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>57</b>	<b>57</b>
JERSEY	EDINBURGH	BMI BRITISH MIDLAND	S	A	26	0	0	81	15	4	0	0	0	7	50	17	4
	EDINBURGH	BMI BRITISH MIDLAND	S	D	27	0	0	81	15	4	0	0	0	9	50	17	4
	GLASGOW	BMI BRITISH MIDLAND	S	A	6	0	0	50	33	17	0	0	0	15	57	13	7
	GLASGOW	BMI BRITISH MIDLAND	S	D	7	0	0	86	14	0	0	0	0	8	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	21	0	0	95	5	0	0	0	0	2	74	15	23
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	65	20	15	0	0	0	14	29	34	21
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	70	0	0	80	4	10	6	0	0	12	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	71	0	0	83	10	3	4	0	0	9	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	155	0	0	86	5	6	2	1	0	9	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	155	0	0	85	6	7	2	0	0	9	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	59	0	1	75	7	10	8	0	0	17	57	29	58
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	3	0	0	67	0	0	33	0	0	53	75	8	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	57	0	1	63	23	11	4	0	0	17	56	31	57
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	3	0	0	33	33	33	0	0	0	23	100	3	4
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	127	0	0	87	7	3	2	1	0	10	84	9	126
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	127	0	0	83	9	3	3	2	0	11	80	20	127
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	80	0	1	93	3	3	3	0	0	5	81	10	99
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	79	0	2	78	9	6	6	0	0	12	71	12	100

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	FLYBE.BRITISH EUROPEAN	S	A	26	0	0	96	0	4	0	0	0	3	75	38	8	
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	100	0	0	0	0	0	4	88	34	8	
	MANCHESTER	VLM (BELGIUM)	S	A	5	0	0	80	0	0	20	0	0	37	0	0	0	
	MANCHESTER	VLM (BELGIUM)	S	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL JERSEY</b>					<b>1159</b>	<b>3</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>16</b>	<b>16</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	11	2	3	0	0	8	89	7	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	52	29	11	8	0	0	22	48	22	61	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	62	0	0	71	18	10	2	0	0	13	59	34	58	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	62	0	0	69	23	3	5	0	0	14	59	19	58	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	45	29	23	3	0	0	21	48	65	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	23	13	0	0	0	13	58	39	31	
<b>TOTAL JOHANNESBURG</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>27</b>	<b>27</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
KALAMATA																		
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	33	33	33	0	0	0	24	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	67	0	33	0	0	0	14	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	50	100	0	0	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	57	100	0	0	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	67	8	0	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	2	0	2
	GATWICK	FLYJET LTD	C	A	3	2	0	67	33	0	0	0	0	8	0	0	0	0
	GATWICK	FLYJET LTD	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	50	35	0	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	100	15	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	50	88	0	0	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	100	0	0	0	2
<b>TOTAL KALAMATA</b>					<b>38</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>21</b>	<b>0</b>	<b>21</b>
KARACHI																		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	22	0	0	73	14	0	9	5	0	23	89	7	0	9
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	21	0	0	67	19	10	5	0	0	17	88	10	0	8
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	0	50	21	29	0	0	0	20	8	48	0	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	14	0	0	50	7	36	7	0	0	26	38	67	0	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	19	0	0	26	32	26	16	0	0	30	0	82	0	17
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	17	0	0	71	18	12	0	0	0	8	41	53	0	17
<b>TOTAL KARACHI</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>36</b>	<b>51</b>	<b>0</b>	<b>51</b>
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	61	0	0	93	2	3	0	2	0	7	0	0	0	0
	STANSTED	RYANAIR	S	D	61	0	0	69	23	7	2	0	0	15	0	0	0	0
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
KAUNAS																		
<b>TOTAL KAUNAS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
KAVALLA																		
	MANCHESTER	AZZURRA AIR	C	A	2	0	0	100	0	0	0	0	0	2	100	2	0	2
	MANCHESTER	AZZURRA AIR	C	D	2	0	0	100	0	0	0	0	0	8	100	0	0	1
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	13	100	0	0	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	0	2

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
KAVALLA																		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	100	4	3
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	8	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	0	2
<b>TOTAL KAVALLA</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>9</b>	
KEFALLINIA																		
	MANCHESTER	AIR CORDIAL LTD	C	A	2	0	0	50	50	0	0	0	0	8	100	0	2	
	MANCHESTER	AIR CORDIAL LTD	C	D	2	0	0	50	50	0	0	0	0	13	100	12	1	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	80	16	5		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	25	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	5	100	0	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	4	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	12	100	0	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	100	7	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	0	25	0	0	21	100	0	2	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	3	0	0	67	33	0	0	0	0	6	100	6	1	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	3	0	100	0	0	0	0	0	86	9	7		
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	3	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	100	0	3		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	0	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	2	67	41	12	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	86	14	0	0	0	0	7	75	17	8	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	100	0	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	1	0	100	0	0	0	0	0	0	50	33	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	1	0	100	0	0	0	0	0	0	50	16	2	
	MANCHESTER	ISLANDSFLUG	C	A	3	0	0	0	0	67	0	33	0	112	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	50	0	0	50	259	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	60	28	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	5	100	0	2	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	2	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KEFALLINIA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	3
<b>TOTAL KEFALLINIA</b>					<b>128</b>	<b>5</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>85</b>	<b>12</b>	<b>12</b>
KEFLAVIK	STANSTED	ASTRAEUS LTD	S	A	31	0	0	90	6	0	3	0	0	8	0	0	0
	STANSTED	ASTRAEUS LTD	S	D	31	0	0	77	6	10	6	0	0	14	0	0	0
	GLASGOW	ICELANDAIR	S	A	18	1	0	61	28	11	0	0	0	12	75	11	24
	GLASGOW	ICELANDAIR	S	D	18	0	0	50	28	22	0	0	0	17	75	9	24
	HEATHROW	ICELANDAIR	S	A	54	0	1	72	17	11	0	0	0	10	69	13	49
	HEATHROW	ICELANDAIR	S	D	55	0	1	60	25	11	2	0	2	21	57	23	49
<b>TOTAL KEFLAVIK</b>					<b>208</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>17</b>	<b>17</b>
KERRY COUNTY	STANSTED	RYANAIR	S	A	55	1	0	95	4	2	0	0	0	3	67	10	30
	STANSTED	RYANAIR	S	D	56	0	0	86	11	4	0	0	0	7	27	26	30
<b>TOTAL KERRY COUNTY</b>					<b>111</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>48</b>	<b>18</b>	<b>18</b>
KHARTOUM	HEATHROW	SUDAN AIRWAYS	S	A	4	0	1	25	0	25	25	0	25	142	38	268	8
<b>TOTAL KHARTOUM</b>					<b>5</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>121</b>	<b>31</b>	<b>179</b>	<b>179</b>
KIEV (BORISPOL)	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	91	9	0	0	0	0	5	29	36	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	82	5	14	0	0	0	10	48	18	21
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	22	0	0	77	18	0	5	0	0	13	76	11	21
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	22	0	0	86	9	0	5	0	0	7	90	7	21
<b>TOTAL KIEV (BORISPOL)</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>18</b>	<b>18</b>
KINGSTON	HEATHROW	AIR JAMAICA	S	A	21	1	2	71	14	14	0	0	0	11	44	31	25
	HEATHROW	AIR JAMAICA	S	D	26	1	0	50	31	15	4	0	0	19	39	29	28
	MANCHESTER	AIR JAMAICA	S	A	4	0	0	100	0	0	0	0	0	2	75	10	4
	MANCHESTER	AIR JAMAICA	S	D	6	0	0	67	17	0	17	0	0	29	33	38	3
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46	0	31	23	0	0	37	57	26	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	57	21	7	14	0	0	28	69	16	13
<b>TOTAL KINGSTON</b>					<b>84</b>	<b>2</b>	<b>2</b>	<b>60</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>26</b>	<b>26</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
KIRKWALL		EDINBURGH	LOGANAIR	S A	28	0	0	86	4	7	4	0	0	8	90	6	61
		EDINBURGH	LOGANAIR	S D	58	0	0	53	29	9	9	0	0	23	66	15	58
<b>TOTAL KIRKWALL</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>10</b>	<b>10</b>
KISHINEV																	
KLAGENFURT		BIRMINGHAM	EXCEL AIRWAYS LTD	C A	2	0	0	100	0	0	0	0	0	0	0	0	0
		BIRMINGHAM	EXCEL AIRWAYS LTD	C D	2	0	0	50	0	50	0	0	0	22	0	0	0
		STANSTED	RYANAIR	S A	30	1	0	100	0	0	0	0	0	94	4	31	
		STANSTED	RYANAIR	S D	31	0	0	100	0	0	0	0	0	1	74	14	31
<b>TOTAL KLAGENFURT</b>					<b>67</b>	<b>1</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>9</b>
KORTRIJK/WEVELGEM		BIRMINGHAM	KLM	C A	3	0	0	100	0	0	0	0	0	5	0	0	0
		BIRMINGHAM	KLM	C D	4	0	0	25	50	25	0	0	0	23	0	0	0
		BIRMINGHAM	VLM (BELGIUM)	C A	5	0	0	40	20	0	40	0	0	55	0	0	0
		BIRMINGHAM	VLM (BELGIUM)	C D	5	0	0	60	20	20	0	0	0	15	0	0	0
<b>TOTAL KORTRIJK/WEVELGEM</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
KOS		NEWCASTLE	AIR CORDIAL LTD	C A	2	0	0	100	0	0	0	0	0	4	100	6	2
		NEWCASTLE	AIR CORDIAL LTD	C D	2	0	0	100	0	0	0	0	0	0	50	10	2
		GATWICK	ASTRAEUS LTD	C A	4	0	0	75	25	0	0	0	0	10	57	28	7
		GLASGOW	BMI BRITISH MIDLAND	C A	3	0	0	67	33	0	0	0	0	9	67	9	3
		GLASGOW	BMI BRITISH MIDLAND	C D	2	0	0	100	0	0	0	0	0	7	50	21	2
		BIRMINGHAM	BRITANNIA AIRWAYS	C A	4	0	0	100	0	0	0	0	0	3	100	0	1
		BIRMINGHAM	BRITANNIA AIRWAYS	C D	3	0	0	100	0	0	0	0	0	0	0	0	0
		GATWICK	BRITANNIA AIRWAYS	C A	5	0	0	100	0	0	0	0	0	1	100	2	5
		GATWICK	BRITANNIA AIRWAYS	C D	5	0	0	80	20	0	0	0	0	7	100	0	3
		LUTON	BRITANNIA AIRWAYS	C A	5	0	0	40	40	20	0	0	0	18	75	4	4
		LUTON	BRITANNIA AIRWAYS	C D	4	0	0	75	0	25	0	0	0	8	100	4	3
		MANCHESTER	BRITANNIA AIRWAYS	C A	5	0	0	40	0	40	0	0	20	132	100	0	3
		MANCHESTER	BRITANNIA AIRWAYS	C D	4	0	0	50	0	50	0	0	0	25	100	0	2
		GATWICK	EXCEL AIRWAYS LTD	C A	14	0	0	93	7	0	0	0	0	3	85	9	13
		GATWICK	EXCEL AIRWAYS LTD	C D	12	0	0	92	8	0	0	0	0	3	83	7	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
KOS																			
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	11	0	0	73	27	0	0	0	0	8	100	0	2		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	8	100	0	1		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	19	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	0	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	50	20	20	10	0	0	24	93	3	15		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	60	0	30	10	0	0	24	100	2	14		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	80	10	10	0	0	0	10	70	7	10		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	70	30	0	0	0	0	9	89	7	9		
	BIRMINGHAM	ISLANDSFLUG	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	75	26	4		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	75	30	4		
	MANCHESTER	MONARCH AIRLINES	C	A	5	1	0	100	0	0	0	0	0	0	80	5	5		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	80	5	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	75	9	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	75	11	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	37	80	8	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	51	50	16	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	60	55	5		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	6	75	11	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	42	25	25	8	0	0	28	50	33	6		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	80	10	10	0	0	0	9	67	56	3		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	12	100	3	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	1	75	17	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	9	100	1	6		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	5	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	11	60	8	5		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	3	75	8	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	17	17	0	0	0	11	100	1	11		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	14	100	2	9		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	1	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4		
<b>TOTAL KOS</b>					<b>272</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>15</b>	<b>15</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
KRAKOW																		
	GATWICK	BRITISH AIRWAYS PLC		S A	12	0	0	83	8	0	8	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	LOT-POLISH AIRLINES		S A	31	0	0	90	0	6	0	3	0	11	84	8	31	
	GATWICK	LOT-POLISH AIRLINES		S D	31	0	0	81	10	6	0	3	0	16	77	11	31	
<b>TOTAL KRAKOW</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>9</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S A	73	6	6	77	8	8	7	0	0	14	36	30	80	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S D	79	0	0	73	15	8	4	0	0	13	74	13	80	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS		S A	18	0	0	78	17	6	0	0	0	8	29	21	14	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS		S D	18	0	0	83	6	11	0	0	0	9	71	12	14	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>188</b>	<b>6</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>21</b>	<b>21</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	97	3	0	0	0	0	1	86	13	29	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	94	3	0	3	0	0	6	93	4	30	
	HEATHROW	KUWAIT AIRWAYS		S A	31	0	0	65	13	6	13	3	0	27	65	16	31	
	HEATHROW	KUWAIT AIRWAYS		S D	31	0	0	32	19	35	10	3	0	40	52	21	31	
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>14</b>	<b>14</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 ROCHELLE																		
	STANSTED	RYANAIR		S A	31	0	0	90	6	3	0	0	0	4	0	0	0	
	STANSTED	RYANAIR		S D	30	1	0	93	0	7	0	0	0	4	0	0	0	
<b>TOTAL LA ROCHELLE</b>					<b>61</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>27</b>	<b>27</b>	
LA ROMANA																		
	GATWICK	BRITANNIA AIRWAYS		C A	5	0	0	60	20	0	20	0	0	23	80	296	5	
	GATWICK	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	6	80	306	5	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	2	0	0	0	0	0	100	0	0	135	80	8	5	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	2	0	0	50	50	0	0	0	0	16	60	120	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	2	0	0	50	0	0	50	0	0	47	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	2	0	0	50	0	0	50	0	0	45	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	2	1	0	0	50	0	50	0	0	55	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	0	20	0	0	19	100	11	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	3	2	0	100	0	0	0	0	0	100	0	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	80	19	5	5	
<b>TOTAL LA ROMANA</b>					<b>32</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>81</b>	<b>121</b>	<b>121</b>	
LAGOS																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	74	3	0	10	10	3	69	67	19	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	19	48	29	3	0	0	27	33	33	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	29	2	1	31	38	10	7	10	3	92	52	50	21	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	71	13	10	6	0	0	18	48	18	21	
<b>TOTAL LAGOS</b>					<b>122</b>	<b>2</b>	<b>1</b>	<b>49</b>	<b>25</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>51</b>	<b>47</b>	<b>32</b>	<b>32</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES		S A	13	0	0	31	31	31	8	0	0	30	11	72	9	
	HEATHROW	PAKISTAN INTL AIRLINES		S D	13	0	0	38	38	15	8	0	0	28	0	36	9	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	5	0	0	60	20	20	0	0	0	18	0	105	4	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	5	0	0	40	0	40	20	0	0	32	0	111	4	
<b>TOTAL LAHORE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>4</b>	<b>70</b>	<b>70</b>	
LARNACA																		
	GATWICK	AIR ATLANTA EUROPE LTD		C D	2	0	0	50	0	0	0	50	0	104	0	0	0	
	MANCHESTER	AIR CORDIAL LTD		C A	3	0	0	0	0	100	0	0	0	46	0	98	4	
	MANCHESTER	AIR CORDIAL LTD		C D	3	0	0	100	0	0	0	0	0	0	25	90	4	
	NEWCASTLE	AIR CORDIAL LTD		C A	2	0	0	0	0	0	100	0	0	102	0	34	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
LARNACA	NEWCASTLE	AIR CORDIAL LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	23	2
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	0	75	25	0	0	0	29	0	74	5
	MANCHESTER	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	2	100	3	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	43	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	0	3
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	7	38	23	8
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	86	14	0	0	0	0	4	71	14	7
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	20	0	27	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	9	67	14	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9	25	35	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	3	75	22	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	25	68	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	45	26	23	6	0	0	23	21	56	39
	HEATHROW	BRITISH AIRWAYS PLC	S	D	46	0	0	63	22	13	2	0	0	15	49	30	39
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	8	0	0	63	25	0	13	0	0	15	40	57	5
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	8	0	0	25	38	25	13	0	0	33	20	73	5
	GATWICK	CYPRUS AIRWAYS	S	A	5	0	0	60	40	0	0	0	0	7	60	9	5
	GATWICK	CYPRUS AIRWAYS	S	D	5	0	0	60	0	20	20	0	0	30	60	16	5
	HEATHROW	CYPRUS AIRWAYS	S	A	65	0	0	40	38	18	3	0	0	20	39	28	71
	HEATHROW	CYPRUS AIRWAYS	S	D	68	0	0	59	18	21	3	0	0	19	59	27	70
	MANCHESTER	CYPRUS AIRWAYS	S	A	16	0	0	75	13	6	6	0	0	18	56	14	9
	MANCHESTER	CYPRUS AIRWAYS	S	D	16	0	0	56	25	13	6	0	0	24	33	33	9
	STANSTED	CYPRUS AIRWAYS	S	A	24	1	0	88	13	0	0	0	0	7	69	16	16
	STANSTED	CYPRUS AIRWAYS	S	D	24	1	0	50	42	8	0	0	0	16	19	37	16
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	13	0	0	62	23	15	0	0	0	13	71	10	7
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	13	0	0	62	15	23	0	0	0	18	86	10	7
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	40	0	60	0	0	0	25	38	129	13
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	40	20	40	0	0	0	20	23	132	13
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	25	25	0	50	0	0	54	0	0	0
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	50	0	50	0	0	70	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	11	0	0	45	45	0	0	9	0	37	67	12	9
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	11	0	0	36	36	18	0	9	0	41	67	8	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LARNACA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	18	45	18	9	0	9	79	50	24	14	
	GATWICK	EXCEL AIRWAYS LTD	C	D	12	0	0	92	8	0	0	0	0	4	73	9	15	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	0	25	25	50	0	0	73	67	28	6	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	27	75	10	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	11	0	0	73	18	9	0	0	0	11	75	15	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	12	0	0	92	8	0	0	0	0	2	89	10	9	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	13	0	22	2	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	6	2	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	2	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	14	0	4	29	14	43	14	0	0	34	67	29	18	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	18	0	2	83	11	0	6	0	0	8	71	13	17	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	100	0	3	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	13	0	0	85	8	8	0	0	0	10	61	24	18	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	13	0	0	100	0	0	0	0	0	2	88	8	17	
	GATWICK	FLYJET LTD	C	A	4	1	0	50	25	25	0	0	0	18	0	0	0	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	0	0	75	25	0	0	55	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0	
	GATWICK	HELIOS AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	63	11	8	
	GATWICK	HELIOS AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	17	50	39	8	
	LUTON	HELIOS AIRWAYS LTD	S	A	29	0	0	97	0	0	3	0	0	9	0	0	0	
	LUTON	HELIOS AIRWAYS LTD	S	D	28	0	1	86	11	0	4	0	0	12	0	0	0	
	NEWCASTLE	HELIOS AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	25	16	4	
	NEWCASTLE	HELIOS AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	25	18	4	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	50	16	4	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	75	10	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	12	80	14	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	100	1	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	52	80	201	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	33	75	7	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	60	10	20	10	0	0	20	10	39	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																			
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	29	0	0	0	0	11	75	18	8		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	60	0	0	0	30	25	108	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	9	33	101	3			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	70	10	10	10	0	0	24	50	32	18		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	1	0	86	0	14	0	0	7	81	13	16			
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	30	40	43	5		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	38	80	28	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	60	38	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	40	38	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	71	14	14	0	0	0	10	71	16	14		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	71	29	0	0	0	0	7	67	14	18		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	0	0	0	17	78	20	30	5		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	1	100	2	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	23	15	8	0	0	19	79	11	14		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	8	15	0	0	8	45	100	0	13		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	26	80	30	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	75	37	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0		
<b>TOTAL LARNACA</b>					<b>864</b>	<b>8</b>	<b>7</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>32</b>	<b>32</b>		
LAS PALMAS																			
	GLASGOW	AIR EUROPA	C	A	4	0	0	50	50	0	0	0	0	8	100	0	11		
	GLASGOW	AIR EUROPA	C	D	3	0	0	100	0	0	0	0	0	4	100	2	9		
	STANSTED	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	2	50	20	4		
	STANSTED	AIR EUROPA	C	D	4	0	0	75	25	0	0	0	0	9	75	13	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	22	0	0	0	10	75	23	8		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	22	0	0	0	10	44	16	9		
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	78	11	6	6	0	0	13	85	6	13		
	GATWICK	BRITANNIA AIRWAYS	C	D	17	0	0	76	12	0	12	0	0	16	92	3	13		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	75	15	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	50	22	4		
	LUTON	BRITANNIA AIRWAYS	C	A	9	3	0	100	0	0	0	0	0	5	100	3	7		
	LUTON	BRITANNIA AIRWAYS	C	D	9	1	0	100	0	0	0	0	0	4	100	1	7		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LAS PALMAS																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	11	0	0	0	10	67	10	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	6	92	4	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	80	15	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	50	23	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	60	13	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	11	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	13	83	9	6	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	83	5	6	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	12	60	17	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	7	69	9	13	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	0	8	67	10	12	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	20	34	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	28	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	77	15	8	0	0	0	7	88	21	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	93	0	7	0	0	0	4	75	17	8	
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	50	50	0	0	0	0	15	50	19	8	
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	88	10	8	
	GATWICK	GB AIRWAYS LTD	S	A	14	0	0	79	7	0	14	0	0	21	0	32	2	
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	50	29	14	7	0	0	25	54	23	13	
	EDINBURGH	IBERWORLD	C	A	2	1	0	50	50	0	0	0	0	15	0	0	0	
	GLASGOW	IBERWORLD	C	A	4	0	0	50	25	25	0	0	0	17	75	12	4	
	GLASGOW	IBERWORLD	C	D	3	0	0	67	0	33	0	0	0	20	50	32	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	4	100	3	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	6	0	0	83	0	17	0	0	0	9	100	5	4	
	EDINBURGH	MONARCH AIRLINES	C	A	7	0	0	86	0	14	0	0	0	4	100	2	9	
	EDINBURGH	MONARCH AIRLINES	C	D	8	4	0	75	25	0	0	0	0	9	88	6	8	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	5	75	8	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	100	3	4	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	5	3	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	1	3	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	13	0	0	77	8	15	0	0	0	10	83	5	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	12	0	0	67	17	8	8	0	0	17	91	6	11
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	1	0	67	17	8	8	0	0	16	88	12	17
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	67	0	25	8	0	0	18	94	9	17
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	19	100	0	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	25	100	0	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	1	0	46	0	15	23	15	0	68	78	10	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	57	0	21	7	14	0	53	72	17	18
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	55	50	12	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	42	75	12	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	57	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	58	0	0	0
	GLASGOW	SPANAIR	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0
	GLASGOW	SPANAIR	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	17	100	0	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	22	75	7	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	0	7	0	0	6	86	4	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	100	0	0	0	0	0	3	87	7	15
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	2	0	83	17	0	0	0	0	6	100	0	1
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	10	100	0	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	63	25	6	6	0	0	15	93	2	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	88	6	0	6	0	0	7	93	5	14
<b>TOTAL LAS PALMAS</b>					<b>487</b>	<b>14</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>11</b>	<b>11</b>
LAS VEGAS	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	34	60	34	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	4	80	6	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	79	7	7	7	0	0	10	100	1	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	85	8	8	0	0	0	12	56	19	9
<b>TOTAL LAS VEGAS</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>14</b>
LEEDS BRADFORD	HEATHROW	BMI BRITISH MIDLAND	S	A	110	0	0	78	12	9	1	0	0	9	86	7	111
	HEATHROW	BMI BRITISH MIDLAND	S	D	110	0	0	75	15	6	4	0	0	11	80	7	111
	EDINBURGH	BMI REGIONAL	S	A	93	0	0	92	3	4	0	0	0	4	92	8	95

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	EDINBURGH	BMI REGIONAL	S	D	94	0	0	87	5	6	1	0	0	6	86	14	95
	GLASGOW	BMI REGIONAL	S	A	72	0	0	89	6	1	4	0	0	11	83	8	76
	GLASGOW	BMI REGIONAL	S	D	71	0	0	89	7	0	4	0	0	8	88	7	73
<b>TOTAL LEEDS BRADFORD</b>					<b>552</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>8</b>
LEIPZIG	LONDON CITY	CIRRUS LUFTFAHRT	S	A	47	0	3	81	9	11	0	0	0	9	0	0	0
	LONDON CITY	CIRRUS LUFTFAHRT	S	D	48	0	2	81	13	6	0	0	0	9	0	0	0
<b>TOTAL LEIPZIG</b>					<b>97</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>44</b>	<b>18</b>	<b>18</b>
LEMNOS																	
LIBREVILLE	GATWICK	AIR GABON	S	A	4	0	0	75	0	0	25	0	0	19	0	164	4
	GATWICK	AIR GABON	S	D	4	0	0	50	0	50	0	0	0	26	0	167	4
<b>TOTAL LIBREVILLE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>165</b>	<b>165</b>
LILLE	BIRMINGHAM	VLM (BELGIUM)	C	A	3	0	0	67	0	33	0	0	0	23	0	20	1
	BIRMINGHAM	VLM (BELGIUM)	C	D	3	0	0	100	0	0	0	0	0	2	0	30	1
<b>TOTAL LILLE</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>25</b>	<b>25</b>
LILONGWE	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	25	0	0	0	14	100	0	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	25	25	0	0	36	50	52	4
<b>TOTAL LILONGWE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>26</b>	<b>26</b>
LIMOGES	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	90	10	0	0	0	0	9	0	0	0
<b>TOTAL LIMOGES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>19</b>	<b>19</b>
LINKOPING																	
LISBON	GATWICK	AIR LUXOR	S	A	6	0	0	33	67	0	0	0	0	16	0	0	0
	GATWICK	AIR LUXOR	S	D	6	0	0	83	17	0	0	0	0	6	0	0	0
	GATWICK	AIR PORTUGAL	S	A	56	0	1	77	20	2	2	0	0	10	77	12	64
	GATWICK	AIR PORTUGAL	S	D	57	0	1	72	18	7	4	0	0	13	64	15	64
	HEATHROW	AIR PORTUGAL	S	A	94	2	2	28	36	30	6	0	0	28	38	28	90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LISBON																		
	HEATHROW	AIR PORTUGAL	S	D	93	0	0	52	18	17	13	0	0	23	50	27	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	78	15	6	1	0	0	10	65	19	123	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	73	20	6	2	0	0	11	64	16	123	
	MANCHESTER	PORTUGALIA	S	A	25	0	0	60	32	8	0	0	0	14	79	8	28	
	MANCHESTER	PORTUGALIA	S	D	27	0	0	85	11	4	0	0	0	6	100	2	9	
<b>TOTAL LISBON</b>					<b>612</b>	<b>4</b>	<b>4</b>	<b>64</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>18</b>	<b>18</b>	
LIVERPOOL																		
<b>TOTAL LIVERPOOL</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>13</b>	<b>13</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	30	0	0	80	20	0	0	0	0	7	63	12	30	
	GATWICK	ADRIA AIRWAYS	S	D	29	0	1	90	10	0	0	0	0	5	73	11	30	
<b>TOTAL LJUBLJANA</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>12</b>	<b>12</b>	
LONDON CITY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	19	0	0	89	11	0	0	0	0	4	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	18	0	0	78	22	0	0	0	0	9	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	56	0	0	82	11	5	2	0	0	8	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	57	0	0	75	14	7	4	0	0	12	0	0	0	
	EDINBURGH	SCOT AIRWAYS	S	A	227	1	0	81	15	4	0	0	0	8	69	16	326	
	EDINBURGH	SCOT AIRWAYS	S	D	227	0	0	88	9	2	1	0	0	6	89	8	319	
	MANCHESTER	VLM (BELGIUM)	S	A	191	0	2	96	3	0	1	0	0	4	91	4	121	
	MANCHESTER	VLM (BELGIUM)	S	D	191	0	2	98	1	0	1	0	0	1	98	1	121	
<b>TOTAL LONDON CITY</b>					<b>986</b>	<b>1</b>	<b>4</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>9</b>	
LOS ANGELES INTERNATION																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	17	1	0	88	6	6	0	0	0	8	0	0	0	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	5	0	0	60	20	20	0	0	0	17	0	0	0	
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	77	20	0	3	0	0	8	81	16	31	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	87	10	3	0	0	0	10	77	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	13	2	3	0	0	8	95	3	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	37	44	15	5	0	0	23	57	18	60	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	90	3	6	0	0	0	3	71	14	31	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
LOS ANGELES INTERNATIONAL																		
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	84	10	3	0	0	3	19	87	14	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	57	0	0	93	5	2	0	0	0	3	94	5	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	0	48	20	29	4	0	0	22	58	22	62	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>383</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>13</b>	<b>13</b>	
LOS CABOS																		
LOUISVILLE																		
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	25	0	0	29	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	60	20	20	0	0	0	15	0	0	0	
<b>TOTAL LUANDA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	85	0	0	82	11	7	0	0	0	7	76	12	55	
	STANSTED	RYANAIR	S	D	85	0	0	60	27	13	0	0	0	16	76	12	55	
<b>TOTAL LUBECK</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>12</b>	
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	80	10	10	0	0	0	8	0	29	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	11	0	0	82	9	9	0	0	0	13	0	23	1	
<b>TOTAL LUSAKA</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>11</b>	<b>11</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	175	0	0	86	9	3	3	0	0	7	74	12	192	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	175	0	0	78	11	6	4	1	1	15	69	15	193	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	172	0	0	88	5	5	2	0	0	6	72	14	189	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	172	0	0	80	12	6	2	0	0	9	61	17	193	
<b>TOTAL LUTON</b>					<b>694</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>15</b>	<b>15</b>	
LUXEMBOURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	50	0	0	94	6	0	0	0	0	4	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	50	0	0	88	8	4	0	0	0	6	0	0	0	
	HEATHROW	LUXAIR	S	A	62	0	0	44	40	16	0	0	0	19	67	14	61	
	HEATHROW	LUXAIR	S	D	62	0	0	71	18	11	0	0	0	10	87	8	61	
	MANCHESTER	LUXAIR	S	A	31	0	0	97	3	0	0	0	0	3	81	6	31	
	MANCHESTER	LUXAIR	S	D	31	0	0	90	3	3	3	0	0	5	94	4	31	
	STANSTED	LUXAIR	S	A	49	0	1	90	4	4	2	0	0	7	92	4	76	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LUXEMBOURG																		
	STANSTED	LUXAIR		S D	49	0	1	90	4	4	2	0	0	8	86	6	76	
	LONDON CITY	VLM (BELGIUM)		S A	75	1	1	83	9	7	1	0	0	8	58	13	77	
	LONDON CITY	VLM (BELGIUM)		S D	75	1	1	85	12	3	0	0	0	7	68	11	77	
<b>TOTAL LUXEMBOURG</b>					<b>534</b>	<b>3</b>	<b>4</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>11</b>	
LUXOR																		
	GATWICK	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	4	100	1	5	
	GATWICK	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	2	100	3	5	
	MANCHESTER	BRITANNIA AIRWAYS		C A	5	0	0	60	40	0	0	0	0	12	100	1	5	
	MANCHESTER	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	0	100	1	6	
	HEATHROW	EGYPT AIR		S A	4	0	0	0	0	100	0	0	0	44	50	21	4	
	HEATHROW	EGYPT AIR		S D	4	0	0	0	25	75	0	0	0	42	25	39	4	
	GATWICK	EXCEL AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	0	100	0	2	
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	4	100	8	4	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	25	0	25	25	0	25	166	71	15	7	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	50	0	0	25	25	0	90	88	9	8	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	25	25	0	25	0	25	161	60	13	5	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	75	0	0	0	25	0	68	100	0	3	
<b>TOTAL LUXOR</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>7</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>44</b>	<b>83</b>	<b>9</b>	<b>9</b>	
LYON																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	13	0	0	92	8	0	0	0	0	3	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	18	0	0	44	44	11	0	0	0	18	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	30	0	0	93	7	0	0	0	0	2	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	87	10	3	0	0	0	4	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	70	25	4	1	0	0	11	60	18	92	
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	71	24	4	1	0	0	11	71	16	92	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	53	0	0	85	6	4	6	0	0	10	81	7	53	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	54	0	0	76	7	11	6	0	0	15	75	9	53	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	84	0	10	3	3	0	15	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	65	26	3	6	0	0	15	0	0	0	
	HEATHROW	FLYBE.BRITISH EUROPEAN		S A	81	1	0	85	11	4	0	0	0	5	88	6	83	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	81	1	0	91	7	1	0	0	0	3	86	5	81
<b>TOTAL LYON</b>					<b>611</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	RYANAIR		S A	31	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR		S D	31	0	0	94	6	0	0	0	0	4	0	0	0
<b>TOTAL MAASTRICHT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>12</b>	<b>12</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC		S A	9	0	0	89	11	0	0	0	0	3	78	138	9
	HEATHROW	BRITISH AIRWAYS PLC		S D	8	0	0	25	50	0	25	0	0	31	22	158	9
<b>TOTAL MADRAS/CHENNAI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>148</b>	<b>148</b>
MADRID	GATWICK	AEROLINEAS ARGENTINAS		S A	7	6	0	71	14	14	0	0	0	10	100	2	14
	GATWICK	AEROLINEAS ARGENTINAS		S D	7	6	0	100	0	0	0	0	0	2	100	1	14
	GATWICK	AIR EUROPA		S A	49	0	0	92	6	2	0	0	0	5	71	9	35
	GATWICK	AIR EUROPA		S D	49	0	0	82	14	2	2	0	0	7	77	11	35
	HEATHROW	BMI BRITISH MIDLAND		S A	62	0	0	68	24	8	0	0	0	12	53	22	88
	HEATHROW	BMI BRITISH MIDLAND		S D	62	0	0	65	23	11	2	0	0	15	68	15	87
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	45	29	19	6	0	0	24	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	87	3	6	3	0	0	10	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	6	0	0	83	0	17	0	0	0	8	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	23	0	0	83	13	4	0	0	0	7	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	54	0	0	65	19	9	6	2	0	21	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	54	0	0	87	7	2	4	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S A	89	0	0	81	9	6	3	1	0	11	51	21	111
	GATWICK	BRITISH AIRWAYS PLC		S D	89	0	0	87	8	3	2	0	0	9	68	14	111
	HEATHROW	BRITISH AIRWAYS PLC		S A	153	0	0	59	24	12	5	0	0	18	62	22	154
	HEATHROW	BRITISH AIRWAYS PLC		S D	154	0	0	75	12	10	2	1	0	14	73	14	154
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	65	13	6	16	0	0	18	57	28	30
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	68	6	13	13	0	0	21	65	14	31
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	81	6	10	3	0	0	9	67	19	61
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	74	13	10	3	0	0	14	55	21	62
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	4	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MADRID	HEATHROW	IBERIA	S	A	186	0	0	63	18	15	5	0	0	15	41	35	174
	HEATHROW	IBERIA	S	D	186	0	0	65	21	11	4	0	0	14	55	28	173
<b>TOTAL MADRID</b>					<b>1482</b>	<b>14</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>23</b>	<b>23</b>
MAHON	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	77	71	13	13
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	4	100	1	10	10
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	89	0	11	0	0	5	92	2	13	13
	GATWICK	BRITANNIA AIRWAYS	C	D	15	0	0	100	0	0	0	0	2	92	4	12	12
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	1	100	1	4	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	18	67	11	3	3
	LUTON	BRITANNIA AIRWAYS	C	A	6	0	0	100	0	0	0	0	0	100	1	10	10
	LUTON	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	1	100	2	9	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	2	0	83	8	0	0	0	8	36	83	45	12
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	92	8	0	0	0	1	80	57	10	10
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	80	5	5	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	75	9	4	4
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	88	10	8	8
	STANSTED	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	14	0	0	7	86	8	7	7
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	4	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	1	4	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	7	75	11	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	21	1	0	100	0	0	0	0	0	92	6	25	25
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	95	5	0	0	0	2	95	3	22	22
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	5	3	3
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	10	100	3	3	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	19	2	0	74	11	0	16	0	15	76	14	25	25
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	20	0	0	75	0	10	15	0	18	76	15	21	21
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	2	4	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MAHON	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	3
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	1	100	4	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	100	10	6
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	100	1	4
	EDINBURGH	FUTURA AIRLINES	C	D	3	0	0	67	0	33	0	0	0	11	100	5	3
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	FUTURA AIRLINES	C	A	6	0	0	83	0	0	17	0	0	14	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	18	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	83	0	6	11	0	0	13	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	16	0	0	56	6	13	25	0	0	35	0	0	0
	NEWCASTLE	IBERWORLD	C	A	5	0	0	100	0	0	0	0	0	0	100	3	4
	NEWCASTLE	IBERWORLD	C	D	4	0	0	100	0	0	0	0	0	0	67	7	3
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	90	0	10	0	0	0	6	50	18	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	89	0	11	0	0	0	9	75	11	8
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	90	0	5	0	5	0	14	88	8	16
	GATWICK	MONARCH AIRLINES	C	D	19	0	0	84	5	5	0	5	0	18	87	19	15
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	75	47	4
	LUTON	MONARCH AIRLINES	S	A	14	0	0	93	0	7	0	0	0	2	91	2	11
	LUTON	MONARCH AIRLINES	S	D	14	0	1	79	7	7	7	0	0	12	82	9	11
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	100	5	3
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	100	0	0	0	0	0	1	100	4	8
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	82	9	9	0	0	0	6	100	2	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	10	78	31	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	14	0	14	0	0	23	86	12	7
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	16	75	7	4
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	33	29	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	0	16	100	1	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	14	0	14	0	0	21	90	5	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	4	38	21	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	7	0	0	57	14	29	0	0	0	18	50	12	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	57	7	14	14	7	0	39	75	49	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	58	8	8	25	0	0	41	50	46	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MAHON	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	16	100	3	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	7	43	33	7
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1	100	0	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	86	5	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	14	0	0	0	0	7	100	3	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	1	0	89	0	0	11	0	0	17	95	2	20
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4	90	5	21
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	11	1	0	100	0	0	0	0	0	0	88	4	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	4	83	12	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	100	0	0	0	0	0	0	79	29	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	100	0	0	0	0	0	0	85	28	13
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	4
<b>TOTAL MAHON</b>					<b>643</b>	<b>8</b>	<b>1</b>	<b>88</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>13</b>	<b>13</b>
MALABO	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	20	20	0	0	0	13	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
<b>TOTAL MALABO</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAGA	MANCHESTER	AIR CORDIAL LTD	C	A	8	0	0	0	13	50	13	0	25	158	0	31	4
	MANCHESTER	AIR CORDIAL LTD	C	D	8	0	0	25	13	25	13	0	25	140	80	10	5
	NEWCASTLE	AIR CORDIAL LTD	C	A	2	0	0	100	0	0	0	0	0	4	0	28	2
	NEWCASTLE	AIR CORDIAL LTD	C	D	2	0	0	100	0	0	0	0	0	2	50	10	2
	EDINBURGH	AIR HOLLAND	S	D	4	0	0	0	25	25	25	0	25	211	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	100	0	0	0	0	0	4	90	5	20
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	4	89	6	19
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	35	32	26	6	0	0	27	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	65	23	13	0	0	0	13	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	62	23	8	8	0	0	20	67	33	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	12	0	0	83	17	0	0	0	0	4	78	26	9
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	76	18	0	0	6	0	23	33	77	18
	GATWICK	BRITANNIA AIRWAYS	C	D	17	0	0	94	0	0	0	6	0	16	56	57	18
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	13	13	0	0	22	50	15	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALAGA	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	13	13	0	0	16	75	7	8
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	2	71	9	7
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	4	86	8	7
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	46	38	8	8	0	0	18	38	58	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	79	14	7	0	0	0	10	69	31	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	11	75	9	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	6	88	5	8
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	50	20	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	10	75	17	4
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	9	75	16	12
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	16	62	20	13
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	9	0	0	89	0	0	11	0	0	21	0	0	0
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	9	0	0	67	33	0	0	0	0	11	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	77	1	0	74	10	9	5	1	0	14	79	10	68
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	74	10	9	5	1	0	15	62	18	69
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	81	1	3	84	5	9	2	0	0	9	75	13	88
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	68	21	4	7	0	0	16	69	19	90
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	93	2	1	81	8	3	8	1	0	16	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	94	1	0	77	11	3	10	0	0	18	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	0	50	0	0	50	0	153	50	45	4
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	0	50	0	0	50	0	150	50	33	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	21	0	0	81	10	10	0	0	0	8	82	7	17
	GATWICK	EXCEL AIRWAYS LTD	C	D	19	0	0	79	16	5	0	0	0	7	87	6	15
	GLASGOW	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	16	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	6	100	6	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	7	2
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	75	11	8
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	1	8



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALAGA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	67	22	11	0	0	0	11	55	17	29
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	89	11	0	0	0	0	7	93	5	29
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	75	14	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	5	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	59	0	0	92	2	2	5	0	0	6	38	23	24
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	60	0	0	98	0	0	2	0	0	2	96	7	24
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	80	13	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	9	80	9	5
	BIRMINGHAM	FUTURA AIRLINES	C	D	2	0	0	50	0	50	0	0	0	23	100	0	1
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	50	0	50	0	0	0	27	50	14	4
	GATWICK	GB AIRWAYS LTD	S	A	88	0	0	77	11	9	1	1	0	10	64	28	61
	GATWICK	GB AIRWAYS LTD	S	D	87	1	0	75	11	8	6	0	0	14	55	26	62
	HEATHROW	GB AIRWAYS LTD	S	A	61	1	0	69	20	8	3	0	0	16	56	19	61
	HEATHROW	GB AIRWAYS LTD	S	D	62	0	0	77	16	5	2	0	0	11	87	9	60
	HEATHROW	IBERIA	S	A	31	0	0	71	10	19	0	0	0	14	48	40	31
	HEATHROW	IBERIA	S	D	31	0	0	71	13	10	6	0	0	13	50	20	30
	GLASGOW	IBERWORLD	C	A	5	0	0	80	0	0	20	0	0	33	25	25	4
	GLASGOW	IBERWORLD	C	D	5	0	0	80	0	0	20	0	0	33	25	30	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	100	0	0	0	0	0	3	75	47	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	4	75	48	8
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	14	60	16	5
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4
	GATWICK	MONARCH AIRLINES	S	A	30	0	2	70	13	17	0	0	0	11	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	26	0	0	54	31	8	8	0	0	21	41	58	22
	GATWICK	MONARCH AIRLINES	S	D	31	0	0	97	0	3	0	0	0	2	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	27	0	0	81	7	0	11	0	0	13	82	35	22
	LUTON	MONARCH AIRLINES	S	A	35	1	0	86	9	6	0	0	0	6	74	17	34
	LUTON	MONARCH AIRLINES	S	D	35	1	0	89	6	3	0	3	0	10	74	13	35
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	75	8	8	8	0	0	17	52	39	23
	MANCHESTER	MONARCH AIRLINES	S	A	62	0	0	87	8	5	0	0	0	6	65	14	31
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	83	0	8	8	0	0	14	71	26	24
	MANCHESTER	MONARCH AIRLINES	S	D	62	0	0	92	5	3	0	0	0	5	90	5	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	50	54	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	61	1	0	44	21	16	15	3	0	35	87	11	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	75	30	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	62	0	0	34	19	19	24	3	0	42	84	14	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	4	38	96	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	3	78	80	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	25	25	0	84	57	53	7
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	25	25	0	84	57	29	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	11	22	0	0	30	44	27	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	22	0	0	0	14	72	15	18
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	10	78	10	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	13	0	0	10	100	1	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	50	0	0	40	75	10	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	8	75	7	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	0	0	95	5	0	0	0	0	4	90	10	49
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	90	10	0	0	0	0	4	88	11	43
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	25	0	0	0	9	78	102	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	13	0	0	0	11	89	7	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	17	0	8	0	8	62	76	15	25
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	0	8	0	0	6	96	9	23
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	6	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4
<b>TOTAL MALAGA</b>					<b>2064</b>	<b>16</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>20</b>	<b>20</b>
MALE INTERNATIONAL	GATWICK	MONARCH AIRLINES	C	A	8	0	0	25	13	50	13	0	0	35	13	27	8
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	71	29	0	0	0	0	8	50	24	8
<b>TOTAL MALE INTERNATIONAL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>31</b>	<b>25</b>	<b>25</b>
MALMO	STANSTED	RYANAIR	S	A	54	0	0	93	4	2	2	0	0	4	71	13	58
	STANSTED	RYANAIR	S	D	54	0	0	59	30	7	4	0	0	15	47	22	58
<b>TOTAL MALMO</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>18</b>	<b>18</b>
MALTA	BIRMINGHAM	AIR MALTA	S	A	9	0	0	78	22	0	0	0	0	8	78	7	9
	BIRMINGHAM	AIR MALTA	S	D	9	0	0	44	33	22	0	0	0	15	33	18	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	AIR MALTA		S A	49	0	0	94	4	2	0	0	0	3	83	7	48	
	GATWICK	AIR MALTA		S D	49	0	0	78	14	6	2	0	0	10	74	22	46	
	GLASGOW	AIR MALTA		S A	9	0	0	89	11	0	0	0	0	4	60	12	5	
	GLASGOW	AIR MALTA		S D	9	0	0	22	56	22	0	0	0	20	40	32	5	
	HEATHROW	AIR MALTA		S A	62	0	0	76	15	8	2	0	0	11	76	15	62	
	HEATHROW	AIR MALTA		S D	62	0	0	37	27	29	6	0	0	27	50	32	62	
	MANCHESTER	AIR MALTA		S A	40	0	1	85	8	8	0	0	0	6	71	17	35	
	MANCHESTER	AIR MALTA		S D	41	0	0	71	20	7	0	0	2	25	63	21	35	
	NEWCASTLE	AIR MALTA		C A	5	0	0	80	20	0	0	0	0	3	90	8	10	
	NEWCASTLE	AIR MALTA		C D	5	0	0	80	20	0	0	0	0	7	78	9	9	
	STANSTED	AIR MALTA		S A	13	0	0	69	15	8	8	0	0	15	100	4	9	
	STANSTED	AIR MALTA		S D	13	0	0	62	8	23	8	0	0	19	44	16	9	
	GATWICK	ASTRAEUS LTD		S A	33	0	0	82	12	6	0	0	0	6	0	0	0	
	GATWICK	ASTRAEUS LTD		S D	33	0	4	79	18	3	0	0	0	7	0	0	0	
	MANCHESTER	ASTRAEUS LTD		S A	11	0	0	64	18	0	9	0	9	102	0	0	0	
	MANCHESTER	ASTRAEUS LTD		S D	10	0	1	80	10	10	0	0	0	7	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	5	0	0	20	20	0	40	20	0	89	100	9	5	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	50	0	0	50	0	0	44	100	5	5	
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	75	25	0	0	0	0	8	80	11	5	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	1	80	5	5	
	LUTON	BRITANNIA AIRWAYS		C A	4	0	0	75	25	0	0	0	0	9	100	4	4	
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	3	100	0	4	
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	25	75	0	0	0	0	17	60	36	5	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	75	0	25	0	0	0	8	40	35	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	3	1	0	67	33	0	0	0	0	8	60	16	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	80	4	5	
	GATWICK	GB AIRWAYS LTD		S A	30	0	0	67	17	10	7	0	0	17	61	22	31	
	GATWICK	GB AIRWAYS LTD		S D	30	0	0	80	17	0	3	0	0	10	61	16	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	1	0	50	0	25	25	0	0	31	40	54	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	3	0	0	33	0	67	0	0	0	29	75	21	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	5	0	0	40	20	0	40	0	0	61	100	4	5	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	5	0	0	80	0	0	20	0	0	27	100	1	5	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	25	0	25	0	0	28	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
MALTA																			
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	24	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	0	25	0	65	100	0	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	45	100	0	5		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	1	0	25	50	0	25	0	0	43	0	0	0		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	24	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	96	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	80	32	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	35	5		
<b>TOTAL MALTA</b>					<b>626</b>	<b>5</b>	<b>6</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>19</b>	<b>19</b>		
MANCHESTER																			
	GATWICK	AZZURRA AIR	C	A	4	0	0	50	0	0	50	0	0	80	0	0	0		
	GATWICK	AZZURRA AIR	C	D	5	0	0	40	0	40	20	0	0	59	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	S	A	236	0	0	69	15	14	2	0	0	13	80	11	217		
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	0	66	17	13	4	0	0	15	76	11	215		
	EDINBURGH	BMI REGIONAL	S	A	127	0	0	77	17	4	2	0	0	9	93	3	127		
	EDINBURGH	BMI REGIONAL	S	D	125	0	0	89	8	2	1	0	0	7	95	4	128		
	GLASGOW	BMI REGIONAL	S	A	121	0	0	89	7	2	1	1	0	7	93	3	123		
	GLASGOW	BMI REGIONAL	S	D	119	0	0	90	6	2	2	1	0	7	91	5	122		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	142	0	0	79	15	4	2	0	0	10	71	18	28		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	139	1	0	82	9	5	4	0	0	10	100	5	28		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	117	0	0	82	8	6	4	0	0	12	49	22	74		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	136	0	0	87	6	6	1	0	0	8	78	13	54		
	GATWICK	BRITISH AIRWAYS PLC	S	A	198	0	0	82	10	6	2	0	0	9	66	16	200		
	GATWICK	BRITISH AIRWAYS PLC	S	D	198	0	0	86	8	4	2	0	0	8	74	11	200		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	309	0	0	63	18	14	4	0	0	17	61	17	306		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	309	0	1	79	13	5	3	0	0	10	74	12	306		
	STANSTED	EASTERN AIRWAYS	S	A	69	1	0	94	6	0	0	0	0	5	0	0	0		
	STANSTED	EASTERN AIRWAYS	S	D	69	0	0	84	14	1	0	0	0	8	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	6	0	100	0	0	0	0	0	0	33	14	3		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	6	0	89	0	11	0	0	0	5	100	0	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MANCHESTER																		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	79	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	34	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	1	0	100	0	0	0	0	0	3	0	37	3	
	GATWICK	MONARCH AIRLINES	C	D	3	1	0	33	33	0	33	0	0	30	0	40	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	1	0	33	0	67	0	0	0	30	0	25	1	
	LONDON CITY	VLM (BELGIUM)	S	A	191	0	2	97	3	1	0	0	3	91	6	123		
	LONDON CITY	VLM (BELGIUM)	S	D	191	0	2	96	3	0	1	0	4	91	5	123		
<b>TOTAL MANCHESTER</b>					<b>3083</b>	<b>40</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>12</b>		
MARRAKESH																		
	GATWICK	GB AIRWAYS LTD	S	A	13	1	0	62	23	8	8	0	0	19	67	9	6	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	67	0	22	11	0	0	19	86	5	7	
	HEATHROW	GB AIRWAYS LTD	S	A	21	0	0	67	33	0	0	0	9	79	13	24		
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	74	13	13	0	0	12	67	23	24		
	GATWICK	ROYAL AIR MAROC	S	A	9	0	0	100	0	0	0	0	1	62	18	13		
	GATWICK	ROYAL AIR MAROC	S	D	13	0	0	92	0	8	0	0	9	62	16	13		
<b>TOTAL MARRAKESH</b>					<b>96</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>15</b>		
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	114	0	1	95	4	1	0	0	2	81	7	113		
	GATWICK	BRITISH AIRWAYS PLC	S	D	115	0	0	84	12	3	1	0	7	73	10	113		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	82	9	0	0	9	37	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	91	0	9	0	0	6	0	0	0		
<b>TOTAL MARSEILLE</b>					<b>251</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>8</b>	<b>8</b>		
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	17	0	0	29	35	24	0	0	12	153	13	41	16	
	HEATHROW	AIR MAURITIUS LTD	S	D	17	0	1	24	29	29	6	6	6	131	38	30	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	15	0	0	8	50	24	12		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	36	50	7	7	0	0	19	33	26	12	
<b>TOTAL MAURITIUS</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>31</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>85</b>	<b>32</b>	<b>31</b>	<b>31</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	48	26	19	6	0	0	25	70	14	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	19	26	6	0	0	25	48	32	21	
	HEATHROW	QANTAS	S	A	12	0	1	67	25	0	8	0	0	12	80	21	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	32	1	1	34	38	28	0	0	0	22	15	46	13
<b>TOTAL MELBOURNE</b>					<b>106</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>27</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>26</b>	<b>26</b>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	92	8	0	0	0	5	71	110	14	
	HEATHROW	BRITISH AIRWAYS PLC		S D	14	0	0	21	43	36	0	0	26	31	21	13	
<b>TOTAL MEXICO CITY</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>67</b>	<b>67</b>	
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES		S A	32	0	0	78	9	3	9	0	12	97	3	35	
	HEATHROW	AMERICAN AIRLINES		S D	32	0	0	78	22	0	0	0	10	69	11	36	
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	97	3	0	0	0	2	95	3	61	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	37	37	23	3	0	23	46	24	61	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	65	32	3	0	0	10	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	58	42	0	0	0	14	0	0	0	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>250</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>10</b>	<b>10</b>	
MIKONOS	GATWICK	EXCEL AIRWAYS LTD		C A	2	0	0	50	0	0	50	0	31	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	50	14	2	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	2	0	0	50	50	0	0	0	11	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	50	50	0	0	0	10	100	0	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	3	100	11	1	
<b>TOTAL MIKONOS</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>22</b>	<b>22</b>	
MILAN (LINATE)	HEATHROW	ALITALIA		S A	89	0	0	63	17	12	8	0	18	51	20	89	
	HEATHROW	ALITALIA		S D	88	0	0	66	16	11	7	0	17	49	25	89	
	HEATHROW	BMI BRITISH MIDLAND		S A	89	0	0	70	16	10	4	0	13	70	16	88	
	HEATHROW	BMI BRITISH MIDLAND		S D	89	1	0	62	16	15	8	0	20	69	18	88	
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	66	18	16	0	0	13	40	26	91	
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	77	17	5	0	0	9	77	11	91	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	68	19	3	10	0	17	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	68	16	10	6	0	19	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	70	13	17	0	0	13	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	57	33	7	3	0	16	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 (LINATE)																	
<b>TOTAL MILAN (LINATE)</b>					<b>663</b>	<b>7</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>20</b>	<b>20</b>
MILAN (MALPENSA)																	
	HEATHROW	ALITALIA	S	A	153	0	0	41	31	21	8	0	0	25	28	34	152
	HEATHROW	ALITALIA	S	D	154	0	0	46	24	23	6	1	0	25	54	23	152
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	15	0	0	87	13	0	0	0	0	4	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	16	0	0	81	13	0	6	0	0	14	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	2	0	0	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	53	1	0	62	19	9	9	0	0	19	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	54	0	0	67	15	11	7	0	0	19	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	69	15	13	3	0	0	15	49	27	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	82	12	5	1	0	0	9	67	20	92
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	88	1	0	93	2	2	1	1	0	8	73	11	80
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	87	2	1	79	6	2	13	0	0	16	76	12	80
	BIRMINGHAM	EUJET	C	A	8	0	0	50	0	38	13	0	0	27	0	0	0
	BIRMINGHAM	EUJET	C	D	8	0	0	13	38	50	0	0	0	30	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>826</b>	<b>7</b>	<b>1</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>25</b>	<b>25</b>
MINNEAPOLIS-ST PAUL																	
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	1	87	3	3	7	0	0	12	97	1	31
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	97	3	0	0	0	0	5	90	6	29
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>3</b>	<b>3</b>
MINSK																	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	7	0	0	43	57	0	0	0	0	16	0	24	7
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	7	0	0	71	0	29	0	0	0	14	86	6	7
<b>TOTAL MINSK</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>15</b>	<b>15</b>
MITILINI																	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	1	0	50	0	50	0	0	0	16	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	2	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	50	10	2

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
MITILINI																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	23	33	17	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	18	100	0	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	0	14	100	0	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	50	0	0	0	26	100	0	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	67	6	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	100	0	2		
<b>TOTAL MITILINI</b>					<b>29</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>4</b>	<b>4</b>	
MOENCHENGLADBACH																		
	STANSTED	AIR BERLIN	S	A	58	0	0	98	0	0	2	0	0	2	0	0	0	
	STANSTED	AIR BERLIN	S	D	58	0	0	97	2	2	0	0	0	3	0	0	0	
<b>TOTAL MOENCHENGLADBACH</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>11</b>	<b>11</b>	
MOMBASA																		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	4	0	0	75	0	0	25	0	0	34	50	16	4	
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	4	0	0	50	25	25	0	0	0	15	50	19	4	
<b>TOTAL MOMBASA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>32</b>	<b>32</b>	
MONASTIR																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	46	100	5	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	0	20	0	44	80	6	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	3	100	7	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	1	0	80	20	0	0	0	0	5	100	2	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	1	0	0	75	25	0	0	0	32	60	41	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	20	60	25	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MONASTIR	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	18	100	0	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	16	100	1	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	6	67	23	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	12	67	22	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	2	78	12	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	4	80	6	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	13	25	13	0	0	23	33	44	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	22	0	0	0	14	60	35	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	43	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	67	60	3
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	80	30	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	9	80	26	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	11	25	22	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	6	5
<b>TOTAL MONASTIR</b>					<b>157</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>23</b>	<b>23</b>
MONTEGO BAY	HEATHROW	AIR JAMAICA	S	A	15	1	0	80	20	0	0	0	0	5	71	16	7
	HEATHROW	AIR JAMAICA	S	D	10	0	2	50	20	30	0	0	0	19	40	31	10
	MANCHESTER	AIR JAMAICA	S	A	5	0	0	80	0	0	20	0	0	32	0	50	2
	MANCHESTER	AIR JAMAICA	S	D	3	0	0	100	0	0	0	0	0	3	0	28	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	11	20	52	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	13	50	31	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	20	50	22	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	49	60	15	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	69	50	20	4
<b>TOTAL MONTEGO BAY</b>					<b>67</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>28</b>	<b>28</b>
MONTPELLIER																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
MONTPELLIER																			
	GATWICK	GB AIRWAYS LTD		S A	21	0	7	57	24	14	5	0	0	19	79	12	24		
	GATWICK	GB AIRWAYS LTD		S D	20	0	7	55	15	25	5	0	0	24	79	15	24		
	STANSTED	RYANAIR		S A	35	0	0	74	6	11	9	0	0	16	94	4	31		
	STANSTED	RYANAIR		S D	35	0	0	71	17	9	3	0	0	14	68	13	31		
<b>TOTAL MONTPELLIER</b>					<b>112</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>11</b>	<b>11</b>		
MONTREAL (DORVAL)																			
	HEATHROW	AIR CANADA		S A	31	0	0	71	13	13	3	0	0	13	94	3	31		
	HEATHROW	AIR CANADA		S D	31	0	0	68	23	6	3	0	0	14	58	14	31		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	97	0	3	0	0	0	3	93	2	29		
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	68	26	6	0	0	0	13	67	18	30		
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>9</b>		
MOSCOW (DOMODEDOVO)																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	61	0	1	70	10	13	7	0	0	16	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	74	18	6	2	0	0	12	0	0	0		
	GATWICK	TRANSAERO AIRLINES		S A	14	0	1	64	29	7	0	0	0	12	50	20	2		
	GATWICK	TRANSAERO AIRLINES		S D	14	0	1	50	14	36	0	0	0	22	50	19	2		
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>152</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>27</b>	<b>34</b>	<b>34</b>		
MOSCOW (SHEREMETYEVO)																			
	HEATHROW	AEROFLOT		S A	74	0	0	64	14	20	0	3	0	22	31	25	62		
	HEATHROW	AEROFLOT		S D	71	0	0	69	24	3	1	3	0	19	55	15	62		
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>145</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>18</b>	<b>18</b>		
MOSCOW (VNUKOVO)																			
MULHOUSE HABSHEIM																			
MUMBAI																			
	HEATHROW	AIR INDIA		S A	26	0	0	50	35	4	8	4	0	28	40	33	48		
	HEATHROW	AIR INDIA		S D	29	0	0	41	31	14	10	3	0	39	25	41	48		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	97	0	3	0	0	0	3	73	50	30		
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	39	29	29	3	0	0	24	43	38	30		
<b>TOTAL MUMBAI</b>					<b>117</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>42</b>	<b>40</b>	<b>40</b>		
MUNICH																			
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	22	0	0	91	5	5	0	0	0	6	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					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)											
MUNICH	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	21	0	0	76	14	5	5	0	0	10	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	96	0	0	4	0	0	7	74	22	27
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	0	84	5	5	5	0	0	13	80	15	20
	GATWICK	BRITISH AIRWAYS PLC	S	A	85	0	0	78	14	6	2	0	0	10	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	85	0	0	87	7	5	1	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	0	82	13	4	1	0	0	8	72	14	173
	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	0	75	15	9	1	0	0	11	76	12	173
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	77	9	8	6	0	0	13	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	66	23	8	3	0	0	16	0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	77	18	3	2	0	0	10	0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	56	0	0	82	13	5	0	0	0	9	0	0	0
	HEATHROW	LUFTHANSA	S	A	186	0	0	69	18	11	3	0	0	12	68	15	182
	HEATHROW	LUFTHANSA	S	D	186	0	0	83	10	5	2	0	0	9	82	10	181
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	87	0	0	67	15	13	6	0	0	19	46	26	112
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	93	0	0	80	15	4	1	0	0	9	73	17	111
	MANCHESTER	LUFTHANSA CITY LINE	S	A	154	0	0	53	32	9	5	0	0	19	49	20	120
	MANCHESTER	LUFTHANSA CITY LINE	S	D	153	1	0	82	8	7	3	1	0	10	88	7	118
<b>TOTAL MUNICH</b>					<b>1710</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>14</b>	<b>14</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	31	0	0	94	3	3	0	0	0	3	84	7	31
	STANSTED	AIR BERLIN	S	D	31	0	0	94	6	0	0	0	0	5	65	23	31
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	40	40	0	20	0	0	28	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>72</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>15</b>	<b>15</b>
MURCIA SAN JAVIER	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	8	0	0	75	0	13	13	0	0	18	60	21	5
	MANCHESTER	ASTRAEUS LTD	C	D	8	0	0	88	0	0	13	0	0	13	80	17	5
	MANCHESTER	BMI BRITISH MIDLAND	S	A	4	0	0	25	0	0	75	0	0	99	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	4	0	0	25	0	0	75	0	0	92	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
MURCIA SAN JAVIER	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	A	11	0	0	82	9	0	9	0	0	12	69	17	26
	GATWICK	BRITISH AIRWAYS PLC	C	D	11	0	0	55	45	0	0	0	0	13	69	19	26
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	92	8	0	0	0	0	3	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	77	16	0	3	3	0	16	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	61	23	10	3	3	0	26	0	0	0
	BIRMINGHAM	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	6	0	0	0
	BIRMINGHAM	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	9	0	0	0
	STANSTED	RYANAIR	S	A	65	1	0	97	2	2	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	D	66	0	0	71	24	5	0	0	0	11	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>					<b>285</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>15</b>	<b>15</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	13	0	0	0	0	5	83	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	23	6	0	0	0	11	83	10	30
	HEATHROW	GULF AIR	S	A	19	0	0	74	5	16	5	0	0	17	67	13	30
	HEATHROW	GULF AIR	S	D	44	0	0	80	11	9	0	0	0	9	72	14	29
<b>TOTAL MUSCAT</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>11</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	18	0	0	100	0	0	0	0	0	1	94	4	18	
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	72	11	0	17	0	0	22	84	14	19	
	HEATHROW	KENYA AIRWAYS		S A	43	0	0	79	14	7	0	0	0	10	69	13	42	
	HEATHROW	KENYA AIRWAYS		S D	43	0	0	81	16	2	0	0	0	8	79	8	42	
<b>TOTAL NAIROBI</b>					<b>122</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>12</b>	
NANTES																		
	GATWICK	GB AIRWAYS LTD		S A	27	0	0	85	7	7	0	0	0	7	72	13	25	
	GATWICK	GB AIRWAYS LTD		S D	27	0	0	78	15	4	4	0	0	8	80	11	25	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE		S A	83	0	0	92	5	0	4	0	0	6	83	7	12	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE		S D	83	0	0	90	5	4	1	0	0	5	83	6	12	
<b>TOTAL NANTES</b>					<b>220</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>9</b>	
NAPLES																		
	HEATHROW	BMI BRITISH MIDLAND		C A	4	0	0	0	50	50	0	0	0	35	0	35	4	
	HEATHROW	BMI BRITISH MIDLAND		C D	3	0	0	33	67	0	0	0	0	19	50	15	4	
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	5	0	0	60	20	20	0	0	0	18	0	61	3	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	3	100	1	3	
	GATWICK	BRITANNIA AIRWAYS		C A	7	0	0	71	0	14	14	0	0	33	50	31	8	
	GATWICK	BRITANNIA AIRWAYS		C D	8	0	0	100	0	0	0	0	0	0	86	17	7	
	GLASGOW	BRITANNIA AIRWAYS		C A	6	0	0	50	0	17	33	0	0	51	25	53	4	
	GLASGOW	BRITANNIA AIRWAYS		C D	6	0	0	83	0	0	17	0	0	23	25	34	4	
	LUTON	BRITANNIA AIRWAYS		C A	5	0	0	80	20	0	0	0	0	9	0	45	3	
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	100	6	3	
	MANCHESTER	BRITANNIA AIRWAYS		C A	9	0	0	44	33	11	11	0	0	24	57	33	7	
	MANCHESTER	BRITANNIA AIRWAYS		C D	9	0	0	89	0	11	0	0	0	7	100	0	7	
	GATWICK	BRITISH AIRWAYS PLC		S A	87	0	0	76	18	5	1	0	0	9	66	18	83	
	GATWICK	BRITISH AIRWAYS PLC		S D	87	0	0	83	13	2	2	0	0	10	73	14	83	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	56	0	0	86	7	2	5	0	0	8	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	56	0	0	73	20	4	4	0	0	13	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER		C A	5	0	0	0	20	60	20	0	0	41	0	113	4	
	MANCHESTER	EUROPEAN AIR CHARTER		C D	4	0	0	0	75	25	0	0	0	27	25	24	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	60	20	20	0	0	0	11	50	48	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	6	75	30	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NAPLES																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	25	45	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	33	35	3	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	56	11	11	0	22	0	66	50	112	4	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	11	0	22	0	65	50	87	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	32	25	38	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	100	2	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	14	25	38	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	2	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	60	0	0	0	27	50	41	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	75	146	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	11	100	6	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	6	100	0	3	
<b>TOTAL NAPLES</b>					<b>440</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>27</b>	<b>27</b>	
NASSAU																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	20	4	
<b>TOTAL NASSAU</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>27</b>	
NDJAMENA																		
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	31	0	0	74	16	3	3	3	0	20	58	28	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	26	19	29	23	0	3	59	23	44	31	
	HEATHROW	AMERICAN AIRLINES	S	A	159	0	0	89	6	3	2	0	0	6	85	8	183	
	HEATHROW	AMERICAN AIRLINES	S	D	160	0	0	83	14	3	1	0	0	7	86	6	184	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	234	2	2	91	5	3	2	0	0	6	85	15	215	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	232	0	0	66	22	8	3	1	0	17	65	16	216	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	4	87	7	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	93	7	0	0	0	0	2	93	10	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	14	0	0	93	0	0	7	0	0	12	100	1	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	31	8	38	15	8	0	58	79	11	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	0	0	76	6	18	0	0	0	9	76	25	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	18	0	0	50	6	28	17	0	0	30	12	79	17	
	HEATHROW	UNITED AIRLINES	S	A	52	0	0	81	10	6	4	0	0	9	85	10	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	90	5	3	2	0	0	7	92	6	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	93	0	0	80	14	0	5	1	0	13	63	24	65	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
NEW YORK (JF KENNEDY)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	93	0	0	68	18	9	5	0	0	18	52	22	66
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1270</b>	<b>3</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>14</b>
NEW YORK (NEWARK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	98	2	0	0	0	2	93	11	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	81	17	1	1	0	7	70	11	60	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	90	10	0	0	0	4	90	3	29	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	90	3	3	3	0	8	93	4	29	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	1	0	81	13	6	0	0	7	87	13	60	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	1	0	85	15	0	0	0	7	58	14	60	
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	87	6	6	0	0	10	93	3	30	
	GLASGOW	CONTINENTAL AIRLINES	S	D	30	1	0	93	3	0	0	3	9	93	43	30	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	84	13	0	3	0	10	83	5	30	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	97	0	0	3	0	4	97	1	30	
	HEATHROW	UNITED AIRLINES	S	A	15	0	0	100	0	0	0	0	1	94	3	31	
	HEATHROW	UNITED AIRLINES	S	D	25	0	0	92	0	4	4	0	6	94	2	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	56	0	1	73	16	9	2	0	10	56	36	52	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	60	26	10	3	0	18	52	31	52	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>630</b>	<b>3</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>13</b>	
NEWCASTLE	GATWICK	BRITISH AIRWAYS PLC	S	A	124	0	0	91	5	3	1	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	124	0	0	81	11	5	3	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	1	64	23	11	2	0	15	75	14	169	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	77	14	8	1	0	11	71	17	169	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	91	0	1	84	13	2	1	0	7	0	0	0	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	91	0	1	92	4	3	0	0	4	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	116	1	1	78	12	4	4	1	11	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	116	0	1	61	20	12	7	0	19	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>1004</b>	<b>1</b>	<b>5</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>15</b>	<b>15</b>	
NEWQUAY	GATWICK	AIR SOUTHWEST	S	A	18	0	0	72	17	11	0	0	12	0	0	0	
	GATWICK	AIR SOUTHWEST	S	D	12	0	0	50	17	33	0	0	20	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	49	0	0	88	4	6	2	0	8	52	22	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	0	0	88	2	6	4	0	0	9	77	10	52	
	STANSTED	RYANAIR	S	A	55	6	4	100	0	0	0	0	0	0	83	6	29	
	STANSTED	RYANAIR	S	D	61	0	0	92	8	0	0	0	0	4	70	13	30	
<b>TOTAL NEWQUAY</b>					<b>245</b>	<b>7</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>12</b>	<b>12</b>	
NIAMEY																		
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	1	85	7	3	5	0	0	12	73	17	62	
	HEATHROW	BMI BRITISH MIDLAND	S	D	61	1	0	70	15	8	7	0	0	17	84	12	62	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	84	10	0	6	0	0	7	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	94	0	0	6	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	57	0	0	82	9	7	2	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	57	0	0	84	7	7	2	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	128	0	0	76	15	6	3	0	0	11	78	10	127	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	127	0	1	65	21	9	5	0	0	15	74	13	127	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	9	0	0	78	11	11	0	0	0	9	0	0	0	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	9	0	0	78	22	0	0	0	0	10	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	22	0	1	82	9	5	5	0	0	9	75	18	20	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	22	1	1	73	14	9	5	0	0	14	75	17	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	73	1	1	78	11	4	4	1	1	17	86	7	57	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	74	0	1	74	11	8	4	1	1	21	81	12	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	140	0	3	85	9	2	4	0	0	8	83	9	144	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	141	0	1	73	18	5	4	1	0	15	71	16	144	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	38	0	3	82	5	8	5	0	0	11	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	38	0	3	82	13	0	5	0	0	12	0	0	0	
<b>TOTAL NICE</b>					<b>1125</b>	<b>4</b>	<b>16</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	<b>11</b>	
NIEDERRHEIN																		
	STANSTED	RYANAIR	S	A	83	2	0	93	6	0	0	1	0	7	0	0	0	
	STANSTED	RYANAIR	S	D	84	1	0	83	7	5	5	0	0	11	0	0	0	
<b>TOTAL NIEDERRHEIN</b>					<b>167</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NIMES																		
	STANSTED	RYANAIR	S	A	26	1	0	73	19	8	0	0	0	9	58	17	57	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NIMES	STANSTED	RYANAIR	S	D	27	0	0	44	30	22	4	0	0	21	32	27	57
<b>TOTAL NIMES</b>					<b>53</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>22</b>	<b>22</b>
NORTHOLT																	
NORWICH	EDINBURGH	EASTERN AIRWAYS	S	A	72	0	1	89	10	1	0	0	6	90	4	72	
	EDINBURGH	EASTERN AIRWAYS	S	D	72	0	1	92	6	0	1	1	7	92	7	72	
	MANCHESTER	EASTERN AIRWAYS	S	A	69	0	0	99	1	0	0	0	2	90	7	69	
	MANCHESTER	EASTERN AIRWAYS	S	D	69	0	0	100	0	0	0	0	0	93	4	69	
<b>TOTAL NORWICH</b>					<b>282</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>6</b>	<b>6</b>	
NOTTINGHAM EAST MIDLAN	EDINBURGH	BMI BRITISH MIDLAND	S	A	80	3	3	78	11	8	4	0	11	85	8	79	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	79	4	4	75	14	8	4	0	12	83	10	78	
	GLASGOW	BMI BRITISH MIDLAND	S	A	58	0	0	69	16	7	9	0	17	84	10	80	
	GLASGOW	BMI BRITISH MIDLAND	S	D	57	1	1	63	21	9	5	2	22	74	13	80	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	73	20	5	2	0	12	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	42	36	11	9	2	25	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	85	11	2	0	2	10	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	65	27	4	2	2	15	0	0	0	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>495</b>	<b>9</b>	<b>8</b>	<b>69</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	<b>11</b>
NUREMBERG	STANSTED	AIR BERLIN	S	A	31	0	0	77	10	10	3	0	11	79	25	14	
	STANSTED	AIR BERLIN	S	D	31	0	0	68	13	16	3	0	16	79	13	14	
<b>TOTAL NUREMBERG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>19</b>	<b>19</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
OLBIA	GATWICK	MERIDIANA AIR	S	A	3	0	0	100	0	0	0	0	0	5	67	10	6
	GATWICK	MERIDIANA AIR	S	D	3	0	0	67	0	0	33	0	0	30	67	8	6
<b>TOTAL OLBIA</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>9</b>	<b>9</b>
OPORTO (PORTUGAL)	GATWICK	AIR PORTUGAL	S	A	6	0	0	67	33	0	0	0	0	17	100	9	3
	GATWICK	AIR PORTUGAL	S	D	3	1	0	67	33	0	0	0	0	6	100	4	3
	HEATHROW	AIR PORTUGAL	S	A	56	0	0	46	27	23	4	0	0	22	75	16	59
	HEATHROW	AIR PORTUGAL	S	D	59	0	0	59	19	19	3	0	0	16	71	15	59
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	74	3	3	19	0	0	21	68	15	31
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	65	6	6	23	0	0	31	74	11	31
	MANCHESTER	PORTUGALIA	S	A	3	0	0	67	33	0	0	0	0	5	100	7	3
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>189</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>13</b>	<b>13</b>
ORLANDO	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	3	100	0	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	81	13	3	3	0	0	9	87	8	31
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	5	50	17	2
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	50	0	0	0	23	50	29	2
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	0	0	90	5	2	3	0	0	5	81	10	62
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	61	13	21	5	0	0	19	65	19	62
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	2	81	0	0	4	4	12	159	92	6	26
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	1	1	62	23	4	8	4	0	29	70	22	27
<b>TOTAL ORLANDO</b>					<b>241</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>79</b>	<b>12</b>	<b>12</b>
OSAKA (KANSAI)	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	77	13	6	0	3	0	13	77	9	31
	HEATHROW	JAPAN AIRLINES	S	D	30	0	1	67	30	0	3	0	0	16	71	13	31
<b>TOTAL OSAKA (KANSAI)</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>11</b>	<b>11</b>
OSLO (GARDERMOEN)	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	53	1	0	96	2	0	2	0	0	3	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	54	0	0	93	4	2	2	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	76	15	8	2	0	0	10	55	20	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	76	17	6	2	0	0	11	67	15	124

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
OSLO (GARDERMOEN)	HEATHROW	SAS	S	A	151	0	0	79	15	4	1	1	0	9	73	13	150
	HEATHROW	SAS	S	D	147	0	3	84	10	4	1	1	0	8	75	16	150
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>653</b>	<b>1</b>	<b>4</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>15</b>	<b>15</b>
OSTEND	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	4	0	0	0
<b>TOTAL OSTEND</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	31	0	0	55	32	10	3	0	0	14	70	14	27
	HEATHROW	AIR CANADA	S	D	31	0	0	84	13	0	3	0	0	11	75	12	28
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>13</b>
OUARGLA	GATWICK	AIR ALGERIE	C	A	6	0	0	83	17	0	0	0	0	9	0	0	0
	GATWICK	AIR ALGERIE	C	D	6	0	0	83	0	0	17	0	0	16	0	0	0
<b>TOTAL OUARGLA</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
OVDA																	
<b>TOTAL OVDA</b>					<b>4</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>10</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					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)												
PADERBORN																		
	STANSTED	AIR BERLIN	S	A	62	0	0	100	0	0	0	0	0	1	68	14	31	
	STANSTED	AIR BERLIN	S	D	62	0	0	97	3	0	0	0	0	3	53	18	30	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	75	0	0	25	0	0	20	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	0	25	0	0	22	0	0	0	
<b>TOTAL PADERBORN</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>16</b>	<b>16</b>	
PALERMO																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	17	25	48	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	14	50	24	4	
	STANSTED	RYANAIR	S	A	31	0	0	65	19	16	0	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	8	0	0	0	
<b>TOTAL PALERMO</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>38</b>	<b>38</b>	
PALMA DE MALLORCA																		
	NEWCASTLE	AIR CORDIAL LTD	C	A	2	0	0	50	50	0	0	0	0	19	0	50	2	
	NEWCASTLE	AIR CORDIAL LTD	C	D	2	0	0	100	0	0	0	0	0	9	0	37	2	
	GATWICK	AIR EUROPA	S	A	27	0	0	89	4	7	0	0	0	5	85	10	13	
	GATWICK	AIR EUROPA	S	D	27	0	2	85	7	7	0	0	0	7	92	2	13	
	GLASGOW	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	5	100	6	4	
	GLASGOW	AIR EUROPA	C	D	3	0	0	100	0	0	0	0	0	4	100	4	3	
	EDINBURGH	AIR HOLLAND	S	A	4	0	0	0	0	25	75	0	0	101	0	0	0	
	EDINBURGH	AIR HOLLAND	S	D	5	0	1	20	0	0	80	0	0	105	0	0	0	
	GLASGOW	AIR HOLLAND	S	A	7	2	5	43	0	0	43	0	14	261	0	0	0	
	GLASGOW	AIR HOLLAND	S	D	7	0	6	100	0	0	0	0	0	4	0	0	0	
	NEWCASTLE	AIR HOLLAND	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	AIR HOLLAND	S	D	4	0	0	50	50	0	0	0	0	19	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	0	100	1	4	
	EDINBURGH	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	1	100	1	3	
	HEATHROW	BMI BRITISH MIDLAND	S	A	35	0	0	40	26	29	6	0	0	25	63	19	35	
	HEATHROW	BMI BRITISH MIDLAND	S	D	35	0	0	66	14	14	6	0	0	17	74	14	35	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	42	26	26	6	0	0	24	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	81	13	3	3	0	0	10	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	28	0	0	64	18	11	7	0	0	21	56	19	27	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	26	0	0	69	8	12	12	0	0	22	82	6	22	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	0	40	0	0	46	80	7	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	44	100	1	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	47	0	0	91	4	0	4	0	0	7	77	14	47	
	GATWICK	BRITANNIA AIRWAYS	C	D	44	0	0	93	0	5	2	0	0	7	85	7	39	
	GLASGOW	BRITANNIA AIRWAYS	C	A	22	0	0	68	14	9	9	0	0	17	76	11	25	
	GLASGOW	BRITANNIA AIRWAYS	C	D	20	0	0	80	10	0	10	0	0	13	91	6	22	
	LUTON	BRITANNIA AIRWAYS	C	A	21	0	0	100	0	0	0	0	0	2	64	13	14	
	LUTON	BRITANNIA AIRWAYS	C	D	19	0	0	100	0	0	0	0	0	1	93	4	14	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	42	0	0	76	10	10	5	0	0	12	57	37	44	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	37	1	0	78	11	8	3	0	0	9	81	31	36	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	14	0	0	93	0	0	7	0	0	7	60	18	15	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	12	0	0	100	0	0	0	0	0	1	73	15	11	
	STANSTED	BRITANNIA AIRWAYS	C	A	24	0	0	92	4	0	4	0	0	7	71	17	14	
	STANSTED	BRITANNIA AIRWAYS	C	D	23	0	0	96	0	0	4	0	0	6	91	6	11	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	A	11	0	0	82	18	0	0	0	0	7	0	0	0	
	EDINBURGH	CHANNEL EXPRESS (AIR SVS)	S	D	11	0	0	91	9	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	1	0	68	14	13	5	0	0	17	72	17	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	70	18	11	2	0	0	13	58	23	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	59	1	5	71	10	14	5	0	0	16	92	7	73	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	4	72	7	15	5	2	0	18	70	15	73	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	34	1	0	65	18	12	6	0	0	17	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	49	43	3	6	0	0	20	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	25	25	0	50	0	0	63	75	9	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	0	50	0	50	0	0	43	25	119	4	
	NEWCASTLE	EUROPEAN AIR CHARTER	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0	
	NEWCASTLE	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	50	0	0	0	20	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	50	17	17	17	0	0	24	75	9	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	18	100	1	4	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	32	100	4	4	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	53	100	2	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	71	14	14	0	0	0	10	100	0	1	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	71	14	14	0	0	0	9	100	0	1	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	88	12	0	0	0	0	3	89	5	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	100	0	0	0	0	0	2	78	18	9	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	15	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	34	1	0	91	0	6	3	0	0	7	71	11	45	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	33	0	0	70	15	12	3	0	0	16	90	6	42	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	67	0	33	0	0	0	13	100	5	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	19	67	13	3	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	100	1	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	0	100	2	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	34	0	0	71	12	18	0	0	0	11	70	15	40	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	31	0	0	90	0	10	0	0	0	5	83	11	35	
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	0	33	33	0	0	38	0	0	0	
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	0	0	67	33	0	0	53	0	0	0	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	78	10	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	4	78	10	9	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	45	26	11	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	40	31	10	
	GATWICK	GB AIRWAYS LTD	S	A	32	0	0	72	22	6	0	0	0	11	63	27	24	
	GATWICK	GB AIRWAYS LTD	S	D	35	0	0	80	14	6	0	0	0	8	67	28	24	
	EDINBURGH	IBERWORLD	C	A	3	0	0	67	33	0	0	0	0	9	0	0	0	
	EDINBURGH	IBERWORLD	C	D	3	0	0	67	33	0	0	0	0	7	0	0	0	
	GLASGOW	IBERWORLD	C	A	15	0	0	67	20	13	0	0	0	16	48	21	23	
	GLASGOW	IBERWORLD	C	D	14	0	0	64	14	14	7	0	0	16	57	19	23	
	MANCHESTER	IBERWORLD	C	D	3	0	0	33	33	33	0	0	0	25	100	1	2	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	88	13	0	0	0	0	3	56	19	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	7	0	0	86	14	0	0	0	0	3	78	13	9	
	EDINBURGH	MONARCH AIRLINES	C	A	8	0	0	63	13	25	0	0	0	18	100	4	9	
	EDINBURGH	MONARCH AIRLINES	C	D	7	0	0	86	14	0	0	0	0	3	88	2	8	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	58	17	17	0	8	0	37	73	16	15	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	83	0	8	0	8	0	27	80	13	15	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	10	25	105	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Matched
PALMA DE MALLORCA	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	33	24	3
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	90	3	3	3	0	0	6	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	75	13	0	0	13	0	29	70	15	10
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	88	0	0	13	0	0	22	90	4	10
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	94	3	3	0	0	0	3	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	30	1	0	67	7	7	20	0	0	27	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	25	0	0	84	0	12	4	0	0	10	70	12	30
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	1	55	16	10	16	3	0	34	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	22	0	0	73	9	14	5	0	0	17	72	16	25
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	32	1	0	66	13	3	16	3	0	29	76	26	25
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	28	0	0	75	7	11	4	4	0	21	77	22	22
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	7	0	0	43	0	14	14	14	14	117	59	25	17
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	0	17	0	17	17	122	73	22	15
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	37	1	0	49	16	14	19	3	0	43	53	33	47
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	36	0	0	56	8	14	17	3	3	57	85	10	40
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	13	0	0	69	8	8	8	0	8	56	44	37	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	11	0	0	82	0	9	0	0	9	56	63	17	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	6	0	0	67	0	0	33	0	0	43	90	10	10
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	1	0	67	0	0	33	0	0	41	86	10	7
	EDINBURGH	SPANAIR	C	A	4	0	0	50	0	25	25	0	0	30	0	0	0
	EDINBURGH	SPANAIR	C	D	4	0	0	25	25	25	25	0	0	50	0	0	0
	GLASGOW	SPANAIR	C	A	13	0	0	46	38	8	8	0	0	28	0	58	7
	GLASGOW	SPANAIR	C	D	11	0	0	45	27	18	9	0	0	34	20	71	5
	LUTON	SPANAIR	C	A	4	0	0	0	50	25	25	0	0	37	0	59	2
	LUTON	SPANAIR	C	D	3	0	0	0	33	33	33	0	0	46	0	0	0
	MANCHESTER	SPANAIR	C	A	10	0	0	60	20	10	10	0	0	26	40	51	10
	MANCHESTER	SPANAIR	C	D	8	0	0	50	38	0	13	0	0	27	38	45	8
	NEWCASTLE	SPANAIR	C	A	8	0	0	38	38	13	13	0	0	25	67	20	12
	NEWCASTLE	SPANAIR	C	D	8	0	0	38	13	38	13	0	0	32	50	22	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	15	0	0	80	0	20	0	0	0	8	100	2	17
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	14	0	0	71	14	0	14	0	0	15	73	10	15
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	0	0	77	9	5	9	0	0	14	84	6	19
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	0	0	90	5	5	0	0	0	6	84	7	19

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	2001
PALMA DE MALLORCA	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	12	1	0	83	0	8	8	0	0	15	50	22	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	0	8	0	0	14	83	7	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	27	0	0	78	15	0	7	0	0	12	84	7	25
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	27	0	0	93	4	0	4	0	0	4	96	2	23
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	13	0	0	0	10	56	28	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4	78	13	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	7
<b>TOTAL PALMA DE MALLORCA</b>					<b>2001</b>	<b>18</b>	<b>24</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>17</b>	<b>17</b>
PAPHOS	MANCHESTER	AIR CORDIAL LTD	C	A	3	0	0	100	0	0	0	0	0	1	20	36	5
	MANCHESTER	AIR CORDIAL LTD	C	D	3	0	0	100	0	0	0	0	0	40	38	5	5
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	50	0	50	0	0	0	24	60	75	5
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	9	80	44	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	22	40	21	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	33	0	0	0	15	80	15	5
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	62	8	23	8	0	0	18	74	24	19
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	69	15	8	8	0	0	13	76	19	17
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	60	0	0	0	35	60	55	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	80	43	5	5
	LUTON	BRITANNIA AIRWAYS	C	A	15	0	0	73	20	7	0	0	0	8	73	18	15
	LUTON	BRITANNIA AIRWAYS	C	D	13	0	0	85	8	8	0	0	0	9	80	11	15
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	62	23	15	0	0	0	16	67	42	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	92	8	0	0	0	0	3	56	41	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	100	0	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	26	100	0	3
	HEATHROW	CYPRUS AIRWAYS	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	94	89	32	9
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	80	0	0	0	0	20	96	56	36	9
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	75	17	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	6	0	0	67	17	17	0	0	0	11	75	20	4
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	7	0	0	0
	GLASGOW	EUROCYPRIA AIRLINES LTD	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 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	32	50	15	4
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	29	75	10	4
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	4	20	22	5
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	0	5	0	46	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	18	0	0	94	6	0	0	0	0	2	65	83	17
	GATWICK	EXCEL AIRWAYS LTD	C	D	21	0	0	95	5	0	0	0	0	3	76	8	17
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	33	50	17	0	0	0	20	75	16	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	6	0	65	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	5	0	0	60	20	20	0	0	0	17	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	14	0	0	86	7	7	0	0	0	4	64	12	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	42	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	14	0	0	79	14	7	0	0	0	9	79	12	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	41	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	5	0	0	20	60	20	0	0	0	25	40	21	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	4	80	13	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	9	0	0	78	0	22	0	0	0	13	44	20	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	9	0	0	78	22	0	0	0	0	8	100	2	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	0	4	100	0	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	5	0	0	80	20	0	0	0	0	11	100	6	5
	GATWICK	FLYJET LTD	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0
	GATWICK	FLYJET LTD	C	D	6	0	0	67	33	0	0	0	0	12	0	0	0
	MANCHESTER	FLYJET LTD	C	A	4	0	0	25	75	0	0	0	0	20	0	0	0
	MANCHESTER	FLYJET LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	25	25	25	25	0	0	38	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	20	0	0	0
	LUTON	HELIOS AIRWAYS LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	HELIOS AIRWAYS LTD	S	D	2	0	0	100	0	0	0	0	0	11	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	10	20	24	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	80	6	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	41	80	13	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	38	80	18	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	0	80	0	0	0	35	40	24	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	9	100	1	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	9	75	8	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	14	100	1	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	11	0	0	64	18	9	0	9	29	69	18	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	30	10	0	0	13	36	22	11	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	6	71	8	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	100	2	7	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	0	20	46	80	12	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	59	75	17	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	1	75	7	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	1	90	9	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	6	100	1	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	13	13	0	17	86	4	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	100	0	0	0	0	1	86	27	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	1	0	90	10	0	0	0	3	85	31	13	
<b>TOTAL PAPHOS</b>					<b>481</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>21</b>	<b>21</b>
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	397	0	0	57	23	16	5	0	0	19	51	24	405
	HEATHROW	AIR FRANCE	S	D	397	0	0	70	15	11	5	0	0	15	61	19	403
	MANCHESTER	AIR FRANCE	S	A	183	0	0	77	14	7	3	0	0	10	66	17	184
	MANCHESTER	AIR FRANCE	S	D	183	0	0	85	7	5	3	0	0	8	79	11	185
	NEWCASTLE	AIR FRANCE	S	A	17	0	0	65	12	12	12	0	0	25	0	0	0
	NEWCASTLE	AIR FRANCE	S	D	17	0	0	59	18	12	12	0	0	23	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	169	0	1	47	24	25	4	0	0	22	61	19	173
	HEATHROW	BMI BRITISH MIDLAND	S	D	169	0	1	55	22	17	6	0	0	19	73	15	173
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	138	0	0	51	25	12	12	0	0	25	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	141	0	0	77	9	9	5	0	0	14	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	88	0	0	78	10	5	6	1	0	14	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	88	0	0	65	18	13	5	0	0	16	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PARIS (CHARLES DE GAULLE)	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	37	0	0	49	27	14	11	0	0	24	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	63	33	0	3	0	0	17	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	52	23	22	3	0	0	19	0	0	0
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	70	0	0	59	17	17	7	0	0	21	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	134	0	0	55	20	11	13	0	0	24	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	134	0	0	74	10	9	7	0	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	169	0	0	81	6	8	5	0	0	11	74	12	167
	GATWICK	BRITISH AIRWAYS PLC	S	D	169	0	0	83	8	9	1	0	0	8	67	14	167
	HEATHROW	BRITISH AIRWAYS PLC	S	A	325	0	0	65	20	12	3	0	0	15	65	19	341
	HEATHROW	BRITISH AIRWAYS PLC	S	D	325	0	0	76	14	7	3	0	0	11	79	14	340
	EDINBURGH	CITY JET	S	A	68	0	0	78	12	9	1	0	0	11	69	14	62
	EDINBURGH	CITY JET	S	D	68	0	0	69	18	6	6	1	0	18	66	16	62
	LONDON CITY	CITY JET	S	A	21	0	0	90	0	0	10	0	0	12	71	11	117
	LONDON CITY	CITY JET	S	D	22	0	0	64	23	9	5	0	0	16	66	16	117
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	147	0	0	78	5	10	5	1	0	14	79	11	146
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	147	0	0	75	11	10	5	0	0	13	64	19	146
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	13	10	6	0	0	17	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	35	10	3	0	0	18	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	173	0	0	72	15	7	5	0	1	16	66	21	194
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	173	1	0	55	20	13	11	1	0	25	51	30	197
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	3	0	0	67	0	0	33	0	0	36	60	17	5
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	63	0	0	75	14	6	5	0	0	11	58	28	81
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	63	0	0	83	13	2	3	0	0	8	65	20	81
	BIRMINGHAM	KLM	C	A	3	0	0	67	33	0	0	0	0	11	0	0	0
	BIRMINGHAM	KLM	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0
	HEATHROW	SUDAN AIRWAYS	S	D	2	1	1	0	0	50	50	0	0	61	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4480</b>	<b>7</b>	<b>4</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>19</b>	<b>19</b>
PARIS (LE BOURGET)																	
PARIS (ORLY)																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
PARIS (ORLY)																		
	LONDON CITY	CITY JET		S A	111	0	0	88	8	3	1	0	0	8	35	21	20	
	LONDON CITY	CITY JET		S D	112	0	0	82	10	4	4	0	0	11	40	25	20	
<b>TOTAL PARIS (ORLY)</b>					<b>223</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>39</b>	<b>23</b>	<b>23</b>	
PAU																		
	STANSTED	RYANAIR		S A	31	1	0	81	13	6	0	0	0	7	0	0	0	
	STANSTED	RYANAIR		S D	31	0	0	71	19	10	0	0	0	13	0	0	0	
<b>TOTAL PAU</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PERPIGNAN																		
	STANSTED	RYANAIR		S A	30	0	1	77	17	7	0	0	0	8	61	18	31	
	STANSTED	RYANAIR		S D	31	0	0	87	6	6	0	0	0	9	61	21	31	
<b>TOTAL PERPIGNAN</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>19</b>	<b>19</b>	
PERUGIA																		
<b>TOTAL PERUGIA</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PESCARA																		
	STANSTED	RYANAIR		S A	29	1	1	83	10	3	3	0	0	9	63	13	30	
	STANSTED	RYANAIR		S D	31	0	0	84	13	3	0	0	0	7	53	19	30	
<b>TOTAL PESCARA</b>					<b>60</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>16</b>	<b>16</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	94	3	3	0	0	0	3	92	6	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	69	18	6	6	0	0	17	72	17	60	
	GATWICK	US AIRWAYS		S A	56	0	0	82	7	9	2	0	0	10	97	1	36	
	GATWICK	US AIRWAYS		S D	55	0	1	78	16	2	4	0	0	11	58	17	36	
	MANCHESTER	US AIRWAYS		S A	31	0	0	97	0	3	0	0	0	3	84	7	31	
	MANCHESTER	US AIRWAYS		S D	31	0	0	94	3	3	0	0	0	4	100	1	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>297</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>9</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	6	3	0	0	0	5	67	10	3	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	65	29	6	0	0	0	12	33	33	3	
<b>TOTAL PHOENIX</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>6</b>	
PISA																		
	GLASGOW	BMI BRITISH MIDLAND		C A	3	0	0	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND		C D	2	0	0	100	0	0	0	0	0	8	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PISA	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	18	0	47	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	75	18	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	9	50	27	2	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	28	0	0	68	21	7	4	0	15	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	28	0	0	89	0	4	7	0	9	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	1	83	8	6	1	2	13	67	22	87	
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	83	11	4	0	1	9	76	16	87	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	90	10	0	0	0	6	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	87	10	3	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	108	0	3	79	9	9	2	1	12	43	26	112	
	STANSTED	RYANAIR	S	D	112	0	0	81	13	4	3	0	11	56	18	112	
<b>TOTAL PISA</b>					<b>538</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>21</b>	<b>21</b>
PITTSBURGH	GATWICK	US AIRWAYS	S	A	29	0	0	97	0	3	0	0	2	81	22	31	
	GATWICK	US AIRWAYS	S	D	29	0	0	83	17	0	0	0	7	48	20	31	
<b>TOTAL PITTSBURGH</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>21</b>	<b>21</b>	
PLYMOUTH	GATWICK	AIR SOUTHWEST	S	A	6	0	0	50	17	33	0	0	20	0	0	0	
	GATWICK	AIR SOUTHWEST	S	D	12	0	0	75	25	0	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	49	0	0	82	8	4	6	0	13	75	11	91	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	48	0	0	83	8	2	6	0	10	63	19	70	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	3	0	0	100	0	0	0	0	1	78	11	27	
<b>TOTAL PLYMOUTH</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>14</b>	
POITIERS	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	3	0	0	0	
<b>TOTAL POITIERS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>26</b>	<b>26</b>	
PORLAMAR	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	10	50	130	2	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PORLAMAR																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	24	0	0	0	0
<b>TOTAL PORLAMAR</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>90</b>	<b>90</b>	
PORT HARCOURT																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	1	0	63	25	0	13	0	0	15	0	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	50	25	13	13	0	0	25	0	0	0	0
<b>TOTAL PORT HARCOURT</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORT OF SPAIN																		
	HEATHROW	BWIA	S	A	14	0	0	57	14	14	7	7	0	34	43	38	30	30
	HEATHROW	BWIA	S	D	22	0	0	50	5	23	14	9	0	52	13	73	30	30
	MANCHESTER	BWIA	S	D	5	0	0	40	40	20	0	0	0	24	0	353	4	4
<b>TOTAL PORT OF SPAIN</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>21</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>43</b>	<b>31</b>	<b>70</b>	<b>70</b>	
POZNAN																		
PRAGUE																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	35	23	32	6	3	0	36	0	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	71	16	3	6	3	0	18	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	71	22	5	2	0	0	13	72	14	93	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	78	12	10	0	0	0	9	80	11	93	93
	BIRMINGHAM	CSA	S	A	27	0	0	93	0	7	0	0	0	4	80	9	25	25
	BIRMINGHAM	CSA	S	D	27	0	0	93	7	0	0	0	0	6	80	10	25	25
	EDINBURGH	CSA	S	A	23	0	0	96	0	4	0	0	0	3	0	0	0	0
	EDINBURGH	CSA	S	D	22	0	0	73	18	9	0	0	0	13	0	0	0	0
	HEATHROW	CSA	S	A	68	0	0	57	26	13	3	0	0	17	45	26	66	66
	HEATHROW	CSA	S	D	68	0	0	75	13	6	4	1	0	15	65	18	66	66
	MANCHESTER	CSA	S	A	45	0	0	87	11	0	2	0	0	7	77	13	39	39
	MANCHESTER	CSA	S	D	45	0	0	82	13	2	2	0	0	8	87	6	38	38
	STANSTED	CSA	S	A	53	0	1	60	28	8	4	0	0	14	38	18	34	34
	STANSTED	CSA	S	D	53	0	1	75	19	2	4	0	0	12	59	17	34	34
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	58	32	6	3	0	0	16	0	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	26	3	3	0	0	15	0	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	88	1	0	81	5	13	2	0	0	9	0	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	87	2	0	84	6	7	3	0	0	11	0	0	0	0
<b>TOTAL PRAGUE</b>					<b>919</b>	<b>3</b>	<b>2</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>16</b>	<b>16</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PRESTWICK	STANSTED	RYANAIR	S	A	293	0	1	91	6	2	0	0	0	5	85	9	263
	STANSTED	RYANAIR	S	D	294	0	0	88	8	4	0	0	0	7	74	14	262
<b>TOTAL PRESTWICK</b>					<b>587</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>12</b>	<b>12</b>
PREVEZA	MANCHESTER	AIR CORDIAL LTD	C	A	2	0	0	100	0	0	0	0	0	50	17	2	
	MANCHESTER	AIR CORDIAL LTD	C	D	2	0	0	100	0	0	0	0	0	100	7	2	
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	8	0	0	0	
	MANCHESTER	AZZURRA AIR	C	A	3	0	0	100	0	0	0	0	0	0	60	3	
	MANCHESTER	AZZURRA AIR	C	D	2	0	0	100	0	0	0	0	0	0	71	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	1	0	100	0	0	0	0	0	50	160	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	1	0	100	0	0	0	0	0	100	0	1	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	50	22	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	91	0	9	0	0	5	100	1	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	1	71	13	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	100	7	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	1	0	50	50	0	0	0	11	100	5	3	
	GATWICK	FLYJET LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	33	0	0	13	67	31	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	100	0	3	
<b>TOTAL PREVEZA</b>					<b>62</b>	<b>3</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>18</b>	<b>18</b>	
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	79	14	7	0	0	7	92	3	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	57	36	7	0	0	13	69	13	13	
	STANSTED	CHANNEL EXPRESS (AIR SVS)	C	D	4	1	0	50	50	0	0	0	16	0	0	0	
<b>TOTAL PRISTINA</b>					<b>32</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>7</b>	
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	2	100	0	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	9	100	8	3	
<b>TOTAL PROVIDENCIALES</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>4</b>	<b>4</b>	
PUERTO PLATA	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	100	0	0	0	0	1	67	30	3	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
PUERTO PLATA																		
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	2	100	1	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	2	78	21	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	63	30	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	25	20	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	1	0	100	0	0	0	0	0	8	75	29	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	15	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	2	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	50	0	0	0	41	100	0	2	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	50	0	50	0	0	61	100	11	1	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	11	25	73	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	17	50	67	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	1	0	100	0	0	0	0	0	2	60	16	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	60	32	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	12	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	50	14	4	
<b>TOTAL PUERTO PLATA</b>					<b>80</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>26</b>	<b>26</b>	
PUERTO VALLARTA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	41	100	0	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	69	50	28	4	
<b>TOTAL PUERTO VALLARTA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>55</b>	<b>67</b>	<b>16</b>	<b>16</b>	
PULA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	14	100	0	3	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	23	100	0	2	
	MANCHESTER	CROATIA AIRLINES	S	A	3	0	0	33	33	33	0	0	0	28	33	16	3	
	MANCHESTER	CROATIA AIRLINES	S	D	3	0	0	33	33	33	0	0	0	21	100	0	2	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	50	0	0	0	24	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	0	50	50	0	0	0	36	0	0	0	
<b>TOTAL PULA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>4</b>	<b>4</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	97	3	0	0	0	0	2	94	2	31
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	87	6	6	0	0	0	6	74	13	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>7</b>	<b>7</b>
REIMS	STANSTED	RYANAIR	S	A	31	0	0	39	26	26	10	0	0	25	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	71	16	6	6	0	0	14	0	0	0
<b>TOTAL REIMS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
REUS	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	18	67	9	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	1	100	0	2
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	13	0	0	23	89	2	9
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	71	14	14	0	0	0	11	88	5	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	102	25	25	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	10	33	21	3
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	7	56	72	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	71	29	0	0	0	0	5	56	73	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	80	31	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	80	7	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	9	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	0	100	1	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	1	100	2	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	60	8	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	75	16	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	3	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	2	89	20	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	86	14	0	0	0	0	5	88	10	8
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	60	24	5
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	33	33	0	0	0	21	75	44	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	3	80	6	5
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	100	0	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	
REUS	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	1	100	0	4	4	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	100	0	4	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	0	67	62	9	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	17	0	0	0	0	7	71	20	7	7	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	13	0	0	0	0	5	88	33	8	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	100	0	0	0	0	0	5	67	48	6	6	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	81	88	157	8	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	1	0	67	0	0	0	33	0	93	86	6	7	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	69	15	8	0	8	0	25	70	54	10	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	10	20	0	10	0	47	86	98	7	7	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	7	0	0	71	14	0	14	0	0	17	75	89	8	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	5	83	64	6	6	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	5	4	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	33	0	0	0	18	100	2	3	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	8	100	0	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12	75	11	4	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	86	3	7	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	1	100	1	6	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	6	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	5	5	
<b>TOTAL REUS</b>					<b>244</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>29</b>	<b>29</b>	<b>29</b>	
REYKJAVIK																			
RHODES																			
	MANCHESTER	AEGEAN AIRLINES	C	A	2	0	0	0	0	50	50	0	0	86	0	0	0	0	
	MANCHESTER	AEGEAN AIRLINES	C	D	2	0	0	0	50	0	50	0	0	48	0	0	0	0	
	MANCHESTER	AIR CORDIAL LTD	C	A	2	0	0	0	0	0	100	0	0	73	33	59	3	3	
	MANCHESTER	AIR CORDIAL LTD	C	D	2	0	0	100	0	0	0	0	0	50	57	4	4	4	
	NEWCASTLE	AIR CORDIAL LTD	C	A	2	1	0	0	0	50	50	0	0	61	0	23	2	2	
	NEWCASTLE	AIR CORDIAL LTD	C	D	2	1	0	0	50	50	0	0	0	29	0	26	2	2	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	2	25	47	4	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	16	80	8	5	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
RHODES																			
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	2	89	11	9		
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	2	86	12	7		
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	60	60	5		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	75	10	4		
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	27	100	0	5		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	100	0	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	0	11	0	28	78	11	9		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	0	13	0	30	86	9	7		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	67	7	3		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	2		
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	7	4		
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	100	7	3		
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	57	0	0	0		
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	55	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	5	85	24	13		
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	78	0	22	0	0	0	9	86	22	14		
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	36	75	30	4		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	35	86	28	7		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	3	100	0	1		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	0	100	0	1		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	40	0	0	0		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	19	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	92	0	8	0	0	0	5	73	8	22		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	40	40	10	10	0	0	20	83	6	18		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	80	7	5		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	19	100	6	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	80	0	20	0	0	0	13	61	12	18		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	8	93	3	15		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0		
	GATWICK	FLYJET LTD	C	A	3	1	0	33	67	0	0	0	0	21	0	0	0		
	GATWICK	FLYJET LTD	C	D	4	0	0	25	50	25	0	0	0	20	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	NEWCASTLE	HOLA AIRLINES	C	A	2	0	0	50	0	50	0	0	0	24	0	0	0	0
	NEWCASTLE	HOLA AIRLINES	C	D	2	0	0	50	0	0	50	0	0	32	0	0	0	0
	BIRMINGHAM	ISLANDSFLUG	C	A	4	0	0	50	0	25	0	25	0	77	0	23	1	1
	BIRMINGHAM	ISLANDSFLUG	C	D	3	0	0	33	33	0	33	0	0	50	0	20	1	1
	NEWCASTLE	ISLANDSFLUG	C	A	2	0	0	0	50	0	50	0	0	77	25	26	4	4
	NEWCASTLE	ISLANDSFLUG	C	D	2	0	0	0	0	50	50	0	0	80	33	15	3	3
	STANSTED	ISLANDSFLUG	C	A	3	0	0	100	0	0	0	0	0	8	0	0	0	0
	STANSTED	ISLANDSFLUG	C	D	3	0	0	67	0	33	0	0	0	22	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	33	0	67	0	0	0	27	67	230	3	3
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	0	22	67	8	3	3
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	75	0	25	0	0	0	9	82	9	11	11
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	57	14	0	29	0	0	29	90	4	10	10
	MANCHESTER	MONARCH AIRLINES	C	A	18	0	0	83	17	0	0	0	0	6	93	2	15	15
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	80	13	7	0	0	0	8	93	4	14	14
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	10	80	6	5	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	75	17	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	0	0	33	11	11	120	67	52	9	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	0	25	0	0	21	50	62	8	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	22	22	11	11	11	117	43	27	7	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	1	0	14	14	14	29	14	14	168	80	6	5	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	14	100	0	3	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	3	3	3
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	1	5	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	14	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	7	0	0	0	7	94	5	16	16
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	8	0	0	0	0	4	86	6	14	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	7	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	8	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	23	8	0	0	0	13	93	5	14	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	82	18	0	0	0	0	5	92	3	12	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	15	100	0	4	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	30	100	0	4	4
<b>TOTAL RHODES</b>					<b>420</b>	<b>5</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>76</b>	<b>17</b>	<b>17</b>	<b>17</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					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)											
RIGA	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	73	23	0	5	0	0	11	48	23	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	82	9	9	0	0	0	10	55	22	22
<b>TOTAL RIGA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>51</b>	<b>23</b>	<b>23</b>
RIJEKA	HEATHROW	CROATIA AIRLINES	S	A	3	0	0	0	67	0	33	0	0	62	0	0	0
<b>TOTAL RIJEKA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
RIMINI	GATWICK	VOLARE AIRLINES	S	A	17	0	0	71	18	12	0	0	0	11	0	0	0
	GATWICK	VOLARE AIRLINES	S	D	17	0	0	88	6	6	0	0	0	8	0	0	0
	LUTON	VOLARE AIRLINES	S	A	3	0	0	0	67	33	0	0	0	33	0	0	0
	LUTON	VOLARE AIRLINES	S	D	3	0	0	0	67	33	0	0	0	27	0	0	0
<b>TOTAL RIMINI</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	11	11	0	0	0	9	81	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	89	11	0	0	0	0	7	68	15	31
	HEATHROW	VARIG	S	A	29	0	0	48	17	24	7	0	3	38	45	19	31
	HEATHROW	VARIG	S	D	31	0	0	45	26	16	13	0	0	28	48	20	31
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>60</b>	<b>16</b>	<b>16</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	23	0	0	0	0	8	57	18	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	46	8	0	0	0	17	38	27	13
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	14	0	0	29	64	7	0	0	0	21	38	30	13
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	14	0	0	64	21	14	0	0	0	15	62	15	13
<b>TOTAL RIYADH</b>					<b>54</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>39</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>22</b>	<b>22</b>
RIYAN MUKALLA																	
RODEZ	STANSTED	RYANAIR	S	A	30	0	1	83	7	7	3	0	0	8	0	0	0
	STANSTED	RYANAIR	S	D	30	1	0	93	0	7	0	0	0	5	0	0	0
<b>TOTAL RODEZ</b>					<b>60</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	84	5	2	10	0	0	13	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	61	0	1	79	8	3	10	0	0	17	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ROME (CIAMPINO)																		
	STANSTED	RYANAIR		S A	203	0	1	82	7	8	2	0	0	9	57	25	97	
	STANSTED	RYANAIR		S D	201	4	0	76	14	7	2	0	0	13	62	24	97	
<b>TOTAL ROME (CIAMPINO)</b>					<b>526</b>	<b>10</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>22</b>	<b>22</b>	
ROME (FIUMICINO)																		
	GATWICK	ALITALIA		S A	30	0	1	27	33	30	10	0	0	31	32	28	31	
	GATWICK	ALITALIA		S D	30	0	1	37	20	33	10	0	0	30	42	26	31	
	HEATHROW	ALITALIA		S A	158	0	0	35	28	31	6	0	0	27	27	33	154	
	HEATHROW	ALITALIA		S D	158	0	0	41	20	28	11	0	0	27	45	32	154	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	45	23	19	10	3	0	34	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	65	16	6	10	3	0	26	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	3	0	0	67	0	0	33	0	0	43	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	26	0	0	69	19	12	0	0	0	15	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	47	0	0	60	19	13	9	0	0	21	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	48	1	0	81	13	2	4	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	56	0	0	59	23	11	7	0	0	19	71	19	31	
	GATWICK	BRITISH AIRWAYS PLC		S D	56	0	0	73	14	11	2	0	0	11	84	15	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	152	0	0	47	31	15	7	0	0	23	59	21	152	
	HEATHROW	BRITISH AIRWAYS PLC		S D	152	0	0	66	18	11	5	0	0	16	76	13	152	
<b>TOTAL ROME (FIUMICINO)</b>					<b>983</b>	<b>1</b>	<b>2</b>	<b>51</b>	<b>22</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>26</b>	<b>26</b>	
ROTTERDAM																		
	HEATHROW	KLM		S A	90	1	12	82	12	6	0	0	0	7	74	13	105	
	HEATHROW	KLM		S D	90	1	12	80	12	7	1	0	0	9	70	14	105	
	HEATHROW	KLM CITYHOPPER		S A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	KLM CITYHOPPER		S D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	LONDON CITY	VLM (BELGIUM)		S A	177	2	2	98	1	0	1	0	0	2	82	8	154	
	LONDON CITY	VLM (BELGIUM)		S D	178	1	1	98	1	0	1	0	0	2	83	7	155	
<b>TOTAL ROTTERDAM</b>					<b>545</b>	<b>5</b>	<b>27</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>10</b>	<b>10</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
SAINT BRIEUC (ARMOR)																		
SALONIKA																		
	NEWCASTLE	AIR CORDIAL LTD	C	A	2	0	0	100	0	0	0	0	0	7	50	10	2	
	MANCHESTER	AZZURRA AIR	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	AZZURRA AIR	C	D	2	0	0	50	0	50	0	0	0	20	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	0	50	0	110	100	6	2	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	1	100	0	2	
	LUTON	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	11	50	9	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	18	50	91	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	50	10	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	2	67	21	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	20	0	40	2	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	42	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	72	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	81	50	12	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0	100	4	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	100	1	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	0	67	0	0	72	67	10	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	0	100	0	0	93	100	0	3	
	GATWICK	OLYMPIC AIRWAYS	S	A	20	0	1	75	15	10	0	0	0	9	73	12	26	
	GATWICK	OLYMPIC AIRWAYS	S	D	20	0	1	70	20	10	0	0	0	9	77	13	26	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	5	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	0	100	0	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2	
<b>TOTAL SALONIKA</b>					<b>109</b>	<b>3</b>	<b>2</b>	<b>75</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>16</b>	<b>16</b>	
SALZBURG																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	9	0	0	56	33	0	11	0	0	24	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	9	0	0	56	22	11	11	0	0	24	0	0	0	
	STANSTED	RYANAIR	S	A	62	0	0	90	6	3	0	0	0	4	89	7	61	
	STANSTED	RYANAIR	S	D	61	1	0	74	20	7	0	0	0	10	68	15	60	
<b>TOTAL SALZBURG</b>					<b>141</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>11</b>	<b>11</b>	
SAMOS																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
SAMOS																		
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	83	5	6	6
	GATWICK	BRITANNIA AIRWAYS	C	D	4	1	0	100	0	0	0	0	0	4	75	6	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	5	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	67	9	3	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	36	100	7	3	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	3	100	0	2	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	50	9	2	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	3	100	7	3	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	50	10	2	2
<b>TOTAL SAMOS</b>					<b>35</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>5</b>
SAN DIEGO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	69	13	13	6	0	0	14	0	26	1	1
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	69	25	0	6	0	0	15	0	37	2	2
<b>TOTAL SAN DIEGO</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>9</b>	<b>9</b>	<b>9</b>
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	90	8	0	2	0	0	5	83	21	59	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	52	34	7	7	0	0	20	60	17	60	60
	HEATHROW	UNITED AIRLINES	S	A	72	0	0	90	7	3	0	0	0	4	74	10	62	62
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	95	3	0	2	0	0	4	87	6	62	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	10	6	0	3	0	16	68	16	31	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	45	42	10	0	0	3	30	74	11	31	31
<b>TOTAL SAN FRANCISCO</b>					<b>318</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>14</b>	<b>14</b>	<b>14</b>
SANAA																		
	HEATHROW	YEMENIA	S	A	9	0	0	56	22	22	0	0	0	17	67	18	9	9
	HEATHROW	YEMENIA	S	D	9	0	0	89	0	11	0	0	0	9	78	18	9	9
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>18</b>	<b>18</b>	<b>18</b>
SANDEFJORD(TORP)																		
	STANSTED	RYANAIR	S	A	83	2	1	83	11	4	0	2	0	12	43	30	58	58
	STANSTED	RYANAIR	S	D	85	0	0	71	24	6	0	0	0	11	55	21	58	58



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					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)											
<b>TOTAL SANDEFJORD(TORP)</b>					<b>168</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>49</b>	<b>26</b>	<b>26</b>
SANFORD																	
	GATWICK	AIR ATLANTA ICELANDIC	C	A	8	0	0	0	25	25	50	0	0	58	0	0	0
	GATWICK	AIR ATLANTA ICELANDIC	C	D	9	0	0	22	0	67	11	0	0	38	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	5	0	0	40	20	20	20	0	0	34	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	4	0	0	50	25	0	25	0	0	36	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	90	0	0	10	0	0	7	50	317	4
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	25	13	0	0	0	15	40	71	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	0	0	13	56	100	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	11	0	11	55	75	11	4
	GATWICK	EUROPEAN AIR CHARTER	C	A	16	1	0	88	6	6	0	0	0	4	75	33	12
	GATWICK	EUROPEAN AIR CHARTER	C	D	16	0	0	13	31	50	0	6	0	50	0	89	11
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	16	1	0	94	0	6	0	0	0	2	67	39	12
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	14	0	0	29	36	21	14	0	0	30	56	39	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	27	71	15	7
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	15	71	11	7
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	21	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	50	57	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	3	3
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	50	33	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	88	3	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	2	78	31	9
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	0	0	50	0	0	50	199	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	0	0	0	50	0	50	223	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	0	0	50	0	176	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	18	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	3	75	10	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	12	67	13	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	79	7	7	0	7	0	32	77	10	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	54	38	0	8	0	0	17	71	13	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	1	0	100	0	0	0	0	0	4	83	40	12
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	8	67	75	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	22	0	0	55	23	9	9	5	0	26	71	11	21	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	22	0	0	59	18	14	0	9	0	35	71	13	21	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	35	75	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	34	50	25	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	9	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	26	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	15	75	32	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	50	16	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	26	4	
<b>TOTAL SANFORD</b>					<b>303</b>	<b>4</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>28</b>	<b>67</b>	<b>34</b>	<b>34</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA	S	A	31	0	0	90	3	3	3	0	0	6	74	16	31	
	HEATHROW	IBERIA	S	D	31	0	0	84	10	3	3	0	0	9	77	17	31	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>62</b>	<b>4</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>16</b>	<b>16</b>	
SAO PAULO (GUARULHOS)																		
	HEATHROW	VARIG	S	A	2	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SARAJEVO																		
	EDINBURGH	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	31	0	0	0	
<b>TOTAL SARAJEVO</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	0	3	0	0	6	87	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	26	13	0	0	0	16	50	18	30	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>14</b>	<b>14</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	13	0	0	54	23	23	0	0	0	14	21	33	14	
	HEATHROW	ASIANA AIRLINES	S	D	13	0	0	77	23	0	0	0	0	8	64	12	14	
	HEATHROW	KOREAN AIR	S	A	22	0	0	64	23	14	0	0	0	12	57	21	21	
	HEATHROW	KOREAN AIR	S	D	22	0	0	91	9	0	0	0	0	8	71	12	21	
<b>TOTAL SEOUL (INCHEON)</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>19</b>	<b>19</b>	
SEVILLE																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
SEVILLE																		
	GATWICK	GB AIRWAYS LTD		S A	31	0	0	71	16	10	3	0	0	17	74	17	27	
	GATWICK	GB AIRWAYS LTD		S D	31	0	0	68	13	10	10	0	0	20	85	9	27	
	HEATHROW	IBERIA		S A	31	0	0	90	3	3	3	0	0	7	55	21	31	
	HEATHROW	IBERIA		S D	31	0	0	84	10	6	0	0	0	9	52	16	31	
<b>TOTAL SEVILLE</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>16</b>	<b>16</b>	
SEYCHELLES																		
	HEATHROW	AIR SEYCHELLES		S A	9	0	0	56	22	22	0	0	0	19	0	0	0	
	HEATHROW	AIR SEYCHELLES		S D	9	0	0	78	11	0	11	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	9	0	0	100	0	0	0	0	0	2	89	4	9	
	HEATHROW	BRITISH AIRWAYS PLC		S D	9	0	0	67	22	11	0	0	0	15	75	26	8	
<b>TOTAL SEYCHELLES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>20</b>	<b>20</b>	
SFAX																		
SHANGHAI (PU DONG)																		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	18	0	0	50	39	6	0	6	0	28	35	29	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	17	0	0	35	29	24	6	6	0	40	59	23	17	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>34</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>47</b>	<b>26</b>	<b>26</b>	
SHANNON																		
	HEATHROW	AER LINGUS		S A	111	1	1	61	23	11	4	2	0	22	68	21	115	
	HEATHROW	AER LINGUS		S D	114	0	0	66	17	10	4	2	2	28	61	20	116	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	84	6	10	0	0	0	7	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	84	6	6	3	0	0	7	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	31	0	0	71	10	16	3	0	0	15	74	14	31	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	31	0	0	65	13	19	3	0	0	18	52	23	31	
	STANSTED	RYANAIR		S A	124	0	0	75	7	13	5	0	0	12	82	7	122	
	STANSTED	RYANAIR		S D	124	0	0	77	14	7	2	0	0	11	79	9	122	
<b>TOTAL SHANNON</b>					<b>597</b>	<b>4</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>14</b>	<b>14</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	50	25	25	0	0	0	24	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	75	0	25	0	0	0	18	0	0	0	
	HEATHROW	EGYPT AIR		S A	4	0	0	75	0	0	25	0	0	25	50	17	4	
	HEATHROW	EGYPT AIR		S D	4	0	0	75	0	0	25	0	0	18	100	1	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002						
					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)													
SHARM EL SHEIKH (OPHIRA)																			
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	18	88	6	8		
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	16	89	5	9		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	4	88	4	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	4	100	1	8		
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>7</b>	<b>7</b>		
SINGAPORE																			
	HEATHROW	QANTAS	S	A	36	2	0	81	11	6	3	0	0	9	0	0	0		
	HEATHROW	QANTAS	S	D	4	1	0	25	25	50	0	0	0	24	0	0	0		
	HEATHROW	SINGAPORE AIRLINES	S	A	91	2	2	44	24	27	2	1	1	27	49	25	93		
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	53	32	11	3	1	0	22	55	19	93		
	MANCHESTER	SINGAPORE AIRLINES	S	A	24	0	0	42	33	25	0	0	0	18	48	27	31		
	MANCHESTER	SINGAPORE AIRLINES	S	D	24	0	0	83	4	8	4	0	0	11	42	32	31		
<b>TOTAL SINGAPORE</b>					<b>272</b>	<b>5</b>	<b>2</b>	<b>55</b>	<b>24</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>24</b>	<b>24</b>		
SKIATHOS																			
	NEWCASTLE	AIR CORDIAL LTD	C	A	2	0	0	100	0	0	0	0	0	7	100	0	1		
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	86	4	7		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	64	2		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	57	14	29	0	0	0	17	70	8	10		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	5	67	21	6		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	7	83	4	6		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	18	100	3	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	10	100	0	3		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	4	2		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2		
<b>TOTAL SKIATHOS</b>					<b>56</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>13</b>		
SKOPJE																			
SOFIA																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	5	60	29	5		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	6	6	3	0	0	10	60	30	5		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2002				
					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)											
SOFIA																	
<b>TOTAL SOFIA</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>11</b>
SOUTHAMPTON																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	108	0	0	69	19	10	2	0	0	12	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	108	0	0	72	19	6	3	0	0	12	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	103	0	0	68	19	12	1	0	0	13	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	0	0	80	13	6	2	0	0	9	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	0	69	21	5	5	0	0	15	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	0	83	10	4	3	0	0	7	0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	A	72	0	0	68	19	11	1	0	0	14	0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	D	73	0	0	88	7	3	3	0	0	9	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	12	0	0	42	33	8	8	8	0	43	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	11	0	1	55	36	0	9	0	0	21	0	0	0
<b>TOTAL SOUTHAMPTON</b>					<b>747</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>12</b>
SPLIT																	
	GATWICK	CROATIA AIRLINES	S	A	11	0	0	64	9	9	9	9	0	30	55	32	11
	GATWICK	CROATIA AIRLINES	S	D	10	0	0	70	0	10	20	0	0	30	45	31	11
	HEATHROW	CROATIA AIRLINES	S	A	6	0	0	67	17	17	0	0	0	16	25	32	4
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	25	50	25	0	0	0	25	25	37	4
	MANCHESTER	CROATIA AIRLINES	S	A	5	0	0	60	20	0	20	0	0	26	33	18	3
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	1	50	25	0	25	0	0	28	100	7	2
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	7	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL SPLIT</b>					<b>48</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>51</b>	<b>26</b>	<b>26</b>
ST ETIENNE																	
	STANSTED	RYANAIR	S	A	31	0	0	90	10	0	0	0	0	3	67	25	30
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	5	67	15	30
<b>TOTAL ST ETIENNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>20</b>	<b>20</b>
ST JOHNS																	
	HEATHROW	AIR CANADA	S	A	14	0	0	86	7	7	0	0	0	8	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 JOHNS	HEATHROW	AIR CANADA		S D	14	0	0	57	21	21	0	0	0	18	0	0	0
<b>TOTAL ST JOHNS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST KITTS	GATWICK	MONARCH AIRLINES		C A	4	0	0	0	0	75	25	0	0	53	0	0	0
<b>TOTAL ST KITTS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST LOUIS (LAMBERT)	GATWICK	AMERICAN AIRLINES		S A	31	0	0	87	6	0	6	0	0	10	77	10	31
	GATWICK	AMERICAN AIRLINES		S D	31	0	0	94	3	3	0	0	0	3	52	21	31
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>15</b>	<b>15</b>
ST LUCIA (HEWANORRA)	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	100	0	0	0	0	0	4	89	3	9
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	100	0	0	0	0	0	4	67	18	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	69	8	15	8	0	0	18	88	24	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	77	0	23	0	0	0	14	56	16	9
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>15</b>	<b>15</b>
ST PETERSBURG	GATWICK	AEROFLOT		S A	2	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	AEROFLOT		S D	2	0	0	50	50	0	0	0	0	15	0	0	0
	HEATHROW	AEROFLOT		S A	4	0	0	75	25	0	0	0	0	14	75	12	4
	HEATHROW	AEROFLOT		S D	4	0	0	25	25	50	0	0	0	21	50	17	4
	HEATHROW	BRITISH AIRWAYS PLC		S A	22	0	0	77	5	14	5	0	0	10	100	2	3
	HEATHROW	BRITISH AIRWAYS PLC		S D	22	0	0	82	5	9	5	0	0	12	100	5	3
	GATWICK	PULKOVO AVIATION ENTERPRISE		C A	10	0	0	60	30	10	0	0	0	16	0	0	0
	GATWICK	PULKOVO AVIATION ENTERPRISE		C D	9	0	0	67	11	0	22	0	0	26	0	0	0
<b>TOTAL ST PETERSBURG</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>13</b>
ST THOMAS ISLANDS	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	0	25	25	0	0	36	25	78	4
<b>TOTAL ST THOMAS ISLANDS</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>78</b>	<b>78</b>
STANSTED	MANCHESTER	EASTERN AIRWAYS		S A	69	0	0	86	14	0	0	0	0	8	0	0	0
	MANCHESTER	EASTERN AIRWAYS		S D	69	0	0	100	0	0	0	0	0	1	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					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)												
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	170	0	0	69	10	11	9	1	0	19	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	170	0	0	56	15	13	14	2	0	28	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	143	0	0	91	1	6	2	0	0	6	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	143	0	0	87	7	3	2	0	0	7	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	116	0	1	72	16	5	7	0	0	13	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	116	0	1	71	14	9	6	1	0	16	0	0	0	
<b>TOTAL STANSTED</b>					<b>998</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>11</b>	<b>11</b>	
STAVANGER																		
	HEATHROW	SAS	S	A	54	0	0	80	11	7	2	0	0	10	85	8	27	
	HEATHROW	SAS	S	D	54	0	0	78	17	4	2	0	0	9	85	13	27	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	26	0	1	92	4	4	0	0	0	5	74	10	27	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	26	0	1	92	4	4	0	0	0	5	93	5	27	
<b>TOTAL STAVANGER</b>					<b>160</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>10</b>	
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	78	11	10	1	1	0	11	66	19	178	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	78	13	7	2	0	0	10	74	11	178	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	49	0	0	94	4	0	2	0	0	4	69	13	49	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	48	0	1	92	8	0	0	0	0	4	80	10	49	
	HEATHROW	SAS	S	A	178	0	0	74	16	10	1	0	0	11	67	16	208	
	HEATHROW	SAS	S	D	176	0	2	83	9	6	1	0	1	10	81	11	207	
	MANCHESTER	SKYWAYS EXPRESS	S	A	72	0	0	90	3	4	3	0	0	6	90	6	50	
	MANCHESTER	SKYWAYS EXPRESS	S	D	73	0	0	99	1	0	0	0	0	1	94	4	50	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>952</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>13</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR	S	A	93	0	0	96	3	0	0	0	1	6	75	16	87	
	STANSTED	RYANAIR	S	D	92	1	0	89	10	1	0	0	0	6	71	17	86	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>185</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>73</b>	<b>16</b>	<b>16</b>	
STORNOWAY																		
	EDINBURGH	BMI REGIONAL	S	A	31	0	0	100	0	0	0	0	0	0	100	0	4	
	EDINBURGH	BMI REGIONAL	S	D	31	0	0	97	3	0	0	0	0	2	75	12	4	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	50	0	0	78	6	12	2	2	0	14	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
STORNOWAY	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	0	0	70	10	12	6	2	0	20	0	0	0
	EDINBURGH	LOGANAIR	S	A	11	0	0	91	0	9	0	0	0	4	82	8	28
	EDINBURGH	LOGANAIR	S	D	35	0	0	57	29	11	3	0	0	17	68	20	28
<b>TOTAL STORNOWAY</b>					<b>208</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>16</b>	<b>16</b>
STRASBOURG	GATWICK	BRIT AIR	S	A	32	0	0	84	6	3	6	0	0	11	66	17	74
	GATWICK	BRIT AIR	S	D	32	0	0	91	3	3	3	0	0	6	82	9	73
<b>TOTAL STRASBOURG</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>13</b>
STUTTART	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	16	0	0	88	6	6	0	0	0	8	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	16	0	0	81	6	13	0	0	0	11	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	96	4	0	0	0	0	4	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	27	0	0	96	4	0	0	0	0	1	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	75	15	6	3	0	0	11	58	19	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	85	10	5	0	0	0	8	67	16	92
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	77	0	0	92	4	4	0	0	0	5	58	14	77
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	76	0	0	86	7	7	1	0	0	8	87	6	76
	HEATHROW	LUFTHANSA CITY LINE	S	A	92	0	0	76	11	10	3	0	0	12	47	32	15
	HEATHROW	LUFTHANSA CITY LINE	S	D	92	0	0	72	17	5	5	0	0	14	47	35	15
<b>TOTAL STUTTART</b>					<b>616</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>15</b>	<b>15</b>
SUMBURGH	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	27	0	0	85	4	7	4	0	0	12	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	27	0	0	74	15	7	4	0	0	11	0	0	0
	EDINBURGH	LOGANAIR	S	A	31	0	0	77	13	3	6	0	0	11	90	3	31
	EDINBURGH	LOGANAIR	S	D	31	0	0	74	13	3	3	6	0	25	71	12	31
	GLASGOW	LOGANAIR	S	A	30	0	0	93	3	0	0	3	0	7	90	4	30
	GLASGOW	LOGANAIR	S	D	31	0	0	23	42	19	3	13	0	49	40	26	30
<b>TOTAL SUMBURGH</b>					<b>177</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>11</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
SWANSEA	LONDON CITY	AIR WALES LTD	S	A	53	1	5	85	6	4	4	2	0	11	0	0	0	
	LONDON CITY	AIR WALES LTD	S	D	53	1	5	83	6	4	6	2	0	13	0	0	0	
<b>TOTAL SWANSEA</b>					<b>106</b>	<b>2</b>	<b>10</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	63	27	2	6	2	0	17	76	26	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	61	24	11	3	0	0	18	53	23	62	
	HEATHROW	QANTAS	S	A	23	0	1	61	17	17	4	0	0	17	35	54	48	
	HEATHROW	QANTAS	S	D	49	1	1	29	37	31	4	0	0	27	21	55	67	
<b>TOTAL SYDNEY</b>					<b>196</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>28</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>46</b>	<b>39</b>	<b>39</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TABA																		
	GATWICK	ASTRAEUS LTD	C	A	15	0	0	67	13	0	13	7	0	29	0	68	14	
	GATWICK	ASTRAEUS LTD	C	D	14	0	0	79	0	7	7	7	0	30	92	8	12	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	14	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	0	37	1	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	3	
<b>TOTAL TABA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>29</b>	<b>29</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	15	0	0	80	20	0	0	0	0	7	33	34	18	
	HEATHROW	EVA AIR	S	D	5	0	0	40	20	20	20	0	0	27	39	27	18	
<b>TOTAL TAIPEI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>36</b>	<b>31</b>	<b>31</b>	
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	26	0	0	85	8	8	0	0	0	9	78	23	27	
	GATWICK	ESTONIAN AIR	S	D	26	0	0	85	8	8	0	0	0	8	85	19	27	
<b>TOTAL TALLIN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>21</b>	<b>21</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	86	5	5	0	5	0	13	78	9	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	77	0	14	5	5	0	22	79	11	19	
<b>TOTAL TAMPA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>10</b>	<b>10</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL TAMPERE</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TANGIERS (IBN BATUTA)																		
	GATWICK	GB AIRWAYS LTD	S	D	5	0	0	80	0	20	0	0	0	9	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	A	5	0	0	40	20	20	20	0	0	33	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	D	6	0	0	50	17	0	17	17	0	52	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TARBES-LOURDES INTERNA																		
	STANSTED	AIR MEDITERRANEE	C	A	6	0	0	33	17	50	0	0	0	24	0	20	1	
	STANSTED	AIR MEDITERRANEE	C	D	5	0	0	40	0	40	20	0	0	30	0	68	1	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>19</b>	<b>19</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TASHKENT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	5	0	0	60	0	40	0	0	0	18	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	14	0	0	57	21	14	7	0	0	23	0	0	0	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	14	0	0	57	14	14	14	0	0	20	70	15	10	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	14	0	0	43	7	21	29	0	0	37	40	32	10	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	0	94	6	0	0	0	0	5	59	16	17	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	0	65	24	12	0	0	0	14	18	27	17	
<b>TOTAL TASHKENT</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>22</b>	<b>22</b>	
TBILISI																		
TEESSIDE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	84	0	1	76	11	12	1	0	0	11	84	7	87	
	HEATHROW	BMI BRITISH MIDLAND	S	D	85	0	0	81	13	5	1	0	0	9	80	11	89	
<b>TOTAL TEESSIDE</b>					<b>169</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>9</b>	
TEHRAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	3	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	19	0	0	63	11	11	16	0	0	32	35	41	17	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	18	0	0	78	22	0	0	0	0	9	56	22	18	
	HEATHROW	IRAN AIR	S	A	13	0	0	23	15	38	15	0	8	68	21	32	14	
	HEATHROW	IRAN AIR	S	D	13	0	0	31	38	23	0	8	0	39	50	36	14	
<b>TOTAL TEHRAN</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>41</b>	<b>32</b>	<b>32</b>	
TEL AVIV																		
	GATWICK	ARKIA	C	A	7	0	0	100	0	0	0	0	0	3	100	0	2	
	GATWICK	ARKIA	C	D	7	0	0	71	14	14	0	0	0	14	50	14	2	
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	0	40	20	0	0	39	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	20	0	20	0	0	25	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	64	22	8	5	0	0	14	58	24	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	83	10	7	0	0	0	9	71	15	62	
	HEATHROW	EL AL	S	A	47	0	1	66	15	15	4	0	0	14	50	22	52	
	HEATHROW	EL AL	S	D	46	0	1	41	28	22	9	0	0	26	51	19	53	
	STANSTED	EL AL	S	A	14	0	0	50	14	29	7	0	0	25	75	14	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
TEL AVIV																			
	STANSTED	EL AL		S D	13	1	0	38	31	15	15	0	0	26	80	8	5		
	GATWICK	EXCEL AIRWAYS LTD		C A	2	0	0	50	0	50	0	0	0	26	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	ISRAIR LTD		C A	4	0	0	0	75	0	25	0	0	39	0	0	0		
	GATWICK	ISRAIR LTD		C D	4	0	0	25	0	50	25	0	0	56	0	0	0		
	GATWICK	MONARCH AIRLINES		C A	8	0	0	13	25	50	13	0	0	38	44	14	9		
	GATWICK	MONARCH AIRLINES		C D	8	0	0	100	0	0	0	0	0	4	100	1	8		
<b>TOTAL TEL AVIV</b>					<b>297</b>	<b>4</b>	<b>2</b>	<b>61</b>	<b>18</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>18</b>	<b>18</b>		
TENERIFE (SURREINA SOFIA)																			
	GATWICK	AIR ATLANTA EUROPE LTD		C A	5	0	0	40	0	20	40	0	0	47	0	0	0		
	GATWICK	AIR ATLANTA EUROPE LTD		C D	5	0	0	20	20	20	40	0	0	62	0	0	0		
	MANCHESTER	AIR ATLANTA EUROPE LTD		C A	5	0	0	0	20	60	20	0	0	45	0	0	0		
	MANCHESTER	AIR ATLANTA EUROPE LTD		C D	5	0	0	0	40	60	0	0	0	37	0	0	0		
	MANCHESTER	AIR CORDIAL LTD		C A	15	0	0	33	20	13	20	0	13	134	60	18	10		
	MANCHESTER	AIR CORDIAL LTD		C D	16	0	0	44	19	6	19	0	13	117	80	16	10		
	GLASGOW	AIR HOLLAND		S A	4	0	0	0	0	75	25	0	0	66	0	0	0		
	GLASGOW	AIR HOLLAND		S D	5	0	0	0	0	60	40	0	0	65	0	0	0		
	GATWICK	ASTRAEUS LTD		C A	11	1	0	18	27	36	9	9	0	48	33	59	3		
	GATWICK	ASTRAEUS LTD		C D	15	0	0	53	7	13	27	0	0	44	100	7	2		
	MANCHESTER	AZZURRA AIR		C A	7	0	0	29	43	14	0	14	0	59	25	80	4		
	MANCHESTER	AZZURRA AIR		C D	8	0	0	38	0	50	13	0	0	43	25	102	4		
	MANCHESTER	BMI BRITISH MIDLAND		C A	5	0	0	60	20	20	0	0	0	14	0	0	0		
	MANCHESTER	BMI BRITISH MIDLAND		C D	5	0	0	80	20	0	0	0	0	8	100	15	1		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	8	0	0	88	0	0	13	0	0	21	33	58	9		
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	8	0	0	88	0	0	13	0	0	22	33	50	9		
	GATWICK	BRITANNIA AIRWAYS		C A	22	0	0	73	18	5	0	5	0	16	74	10	19		
	GATWICK	BRITANNIA AIRWAYS		C D	23	0	0	78	13	4	0	4	0	14	95	8	20		
	GLASGOW	BRITANNIA AIRWAYS		C A	8	0	0	63	25	0	13	0	0	22	88	10	8		
	GLASGOW	BRITANNIA AIRWAYS		C D	9	0	0	78	11	0	11	0	0	19	75	7	8		
	LUTON	BRITANNIA AIRWAYS		C A	9	0	0	89	11	0	0	0	0	7	100	5	8		
	LUTON	BRITANNIA AIRWAYS		C D	9	0	0	100	0	0	0	0	0	3	100	3	8		
	MANCHESTER	BRITANNIA AIRWAYS		C A	21	0	0	90	5	5	0	0	0	4	71	37	24		
	MANCHESTER	BRITANNIA AIRWAYS		C D	23	0	0	91	4	4	0	0	0	4	80	30	25		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	0	11	0	21	56	28	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	0	13	0	25	56	33	9	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	17	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	80	8	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	22	0	0	77	18	5	0	0	0	7	62	19	29	
	GATWICK	EXCEL AIRWAYS LTD	C	D	24	0	0	83	8	8	0	0	0	8	89	10	28	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	0	11	86	10	7	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	7	0	0	57	0	29	0	14	0	53	71	7	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	21	0	0	67	24	10	0	0	0	14	73	12	11	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	23	0	0	96	4	0	0	0	0	3	100	1	10	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	7	0	0	57	29	14	0	0	0	16	0	27	2	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	7	0	0	71	14	14	0	0	0	16	50	38	2	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	5	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	79	21	0	0	0	0	5	100	0	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	30	0	0	73	17	10	0	0	0	9	67	14	27	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	31	0	0	81	13	3	3	0	0	10	81	14	31	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	75	6	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	2	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	39	0	0	82	5	10	3	0	0	11	84	14	25	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	39	0	0	90	5	3	3	0	0	7	92	4	26	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	3	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	2	4	
	GATWICK	FLYJET LTD	C	A	2	0	0	0	0	0	100	0	0	132	0	0	0	
	GATWICK	FLYJET LTD	C	D	4	0	0	0	0	0	75	25	0	145	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	2	0	0	0	50	0	50	0	0	72	0	0	0	
	GATWICK	FUTURA AIRLINES	C	D	5	0	0	60	0	20	20	0	0	33	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	100	0	0	0	0	0	3	50	18	2	
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	50	16	2	
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	50	0	50	0	0	0	25	0	133	2	
	MANCHESTER	FUTURA AIRLINES	C	D	2	0	0	50	0	0	50	0	0	32	0	221	1	
	GATWICK	GB AIRWAYS LTD	S	A	23	0	1	70	22	0	9	0	0	15	83	55	23	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
TENERIFE (SURREINA SOFIA)																			
	GATWICK	GB AIRWAYS LTD		S D	23	0	1	70	17	9	4	0	0	14	61	13	23		
	NEWCASTLE	HOLA AIRLINES		C A	5	0	0	0	100	0	0	0	0	26	0	0	0		
	NEWCASTLE	HOLA AIRLINES		C D	5	0	0	100	0	0	0	0	0	3	0	0	0		
	BIRMINGHAM	IBERWORLD		C A	4	0	0	100	0	0	0	0	0	4	75	7	8		
	BIRMINGHAM	IBERWORLD		C D	4	0	0	75	25	0	0	0	0	5	75	9	8		
	EDINBURGH	IBERWORLD		C A	10	0	0	90	10	0	0	0	0	3	100	4	1		
	EDINBURGH	IBERWORLD		C D	10	0	0	70	30	0	0	0	0	9	0	0	0		
	GLASGOW	IBERWORLD		C A	2	0	0	50	0	50	0	0	0	16	67	11	3		
	GLASGOW	IBERWORLD		C D	2	0	0	100	0	0	0	0	0	3	67	9	3		
	BIRMINGHAM	MONARCH AIRLINES		C A	14	0	0	86	7	7	0	0	0	6	62	32	13		
	BIRMINGHAM	MONARCH AIRLINES		C D	14	0	0	93	0	7	0	0	0	6	62	32	13		
	EDINBURGH	MONARCH AIRLINES		C A	4	0	0	75	0	25	0	0	0	15	100	2	4		
	EDINBURGH	MONARCH AIRLINES		C D	5	0	0	80	0	0	20	0	0	16	100	5	3		
	GATWICK	MONARCH AIRLINES		C A	18	0	0	56	6	17	22	0	0	38	50	37	24		
	GATWICK	MONARCH AIRLINES		C D	19	0	0	68	0	11	16	5	0	38	67	27	24		
	LUTON	MONARCH AIRLINES		S A	8	0	1	50	25	13	13	0	0	24	38	22	8		
	LUTON	MONARCH AIRLINES		C A	5	0	0	40	20	40	0	0	0	27	25	66	4		
	LUTON	MONARCH AIRLINES		S D	9	0	0	89	0	0	11	0	0	14	56	65	9		
	LUTON	MONARCH AIRLINES		C D	5	0	0	80	0	20	0	0	0	13	25	61	4		
	MANCHESTER	MONARCH AIRLINES		C A	17	0	0	53	6	18	18	0	6	95	53	17	17		
	MANCHESTER	MONARCH AIRLINES		C D	19	0	0	74	5	11	5	0	5	35	83	11	18		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	13	0	0	85	0	15	0	0	0	10	59	14	17		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	13	0	0	69	23	0	8	0	0	13	71	13	17		
	GATWICK	MY TRAVEL AIRWAYS UK		C A	16	0	0	44	31	13	13	0	0	27	68	21	31		
	GATWICK	MY TRAVEL AIRWAYS UK		C D	15	0	0	73	13	0	13	0	0	19	74	15	31		
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	10	0	0	60	20	20	0	0	0	17	80	14	10		
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	10	0	0	60	20	20	0	0	0	13	89	13	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	24	0	0	50	21	13	8	4	4	48	65	44	31		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	21	2	0	67	10	10	5	5	5	48	79	20	28		
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	8	0	0	88	13	0	0	0	0	5	67	19	9		
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	9	0	0	89	0	0	11	0	0	10	78	9	9		
	STANSTED	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	25	0	0	0	12	100	4	4		
	STANSTED	MY TRAVEL AIRWAYS UK		C D	5	0	0	80	20	0	0	0	0	6	100	2	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	STANSTED	RYANAIR		S A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	GLASGOW	SPANAIR		C A	5	0	0	40	60	0	0	0	0	15	40	232	5	
	GLASGOW	SPANAIR		C D	5	0	0	20	40	40	0	0	0	24	20	247	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	9	0	0	100	0	0	0	0	0	1	88	21	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	10	0	0	90	0	10	0	0	0	7	100	4	8	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	28	0	0	93	4	4	0	0	0	5	78	7	37	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	31	1	0	74	16	10	0	0	0	9	89	6	38	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	13	0	0	92	8	0	0	0	0	4	71	72	14	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	15	0	0	87	7	7	0	0	0	7	71	11	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	37	0	0	81	16	3	0	0	0	5	85	7	27	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	38	1	0	92	8	0	0	0	0	3	93	4	28	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	9	0	0	100	0	0	0	0	0	0	88	6	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	11	0	0	91	9	0	0	0	0	2	88	7	8	
	STANSTED	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	4	100	0	4	
	STANSTED	THOMAS COOK AIRLINES LTD		C D	6	0	0	67	33	0	0	0	0	9	100	1	4	
	BIRMINGHAM	VOLAR AIRLINES		C A	6	0	0	67	0	33	0	0	0	13	0	0	0	
	BIRMINGHAM	VOLAR AIRLINES		C D	6	0	0	67	17	17	0	0	0	17	0	0	0	
	EDINBURGH	VOLAR AIRLINES		C A	2	0	0	50	50	0	0	0	0	8	67	31	3	
	GATWICK	VOLAR AIRLINES		C A	2	0	0	50	0	0	50	0	0	36	0	0	0	
	GATWICK	VOLAR AIRLINES		C D	3	0	0	67	0	0	33	0	0	24	0	169	2	
	GLASGOW	VOLAR AIRLINES		C A	11	0	0	45	9	27	18	0	0	37	0	74	5	
	GLASGOW	VOLAR AIRLINES		C D	8	1	0	63	13	25	0	0	0	19	0	36	3	
	MANCHESTER	VOLAR AIRLINES		C A	4	0	0	0	0	75	25	0	0	44	0	59	1	
	MANCHESTER	VOLAR AIRLINES		C D	5	0	0	0	40	20	40	0	0	60	0	48	2	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1259</b>	<b>8</b>	<b>7</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>71</b>	<b>23</b>	<b>23</b>	
TETERBORO																		
THIRA (SANTORINI)																		
	NEWCASTLE	AIR CORDIAL LTD		C A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	NEWCASTLE	AIR CORDIAL LTD		C D	2	0	0	100	0	0	0	0	0	9	0	24	1	
	BIRMINGHAM	EXCEL AIRWAYS LTD		C A	2	0	0	50	50	0	0	0	0	9	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C A	3	1	0	100	0	0	0	0	0	0	100	2	4	
	GATWICK	EXCEL AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	0	100	0	3	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
THIRA (SANTORINI)																		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	67	5	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	5	100	2	3	
<b>TOTAL THIRA (SANTORINI)</b>					<b>25</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>4</b>	<b>4</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	27	0	0	67	7	15	11	0	0	22	85	13	26	
	GLASGOW	LOGANAIR	S	D	27	0	0	63	7	15	11	4	0	28	85	13	26	
<b>TOTAL TIREE</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>7</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>85</b>	<b>13</b>	<b>13</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	80	20	0	0	0	0	5	100	1	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	70	20	10	0	0	0	14	70	12	10	
	HEATHROW	BWIA	S	D	2	0	0	50	0	0	0	50	0	132	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	20	0	55	56	17	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	2	0	0	50	50	0	0	0	0	13	0	0	0	
<b>TOTAL TOBAGO</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>10</b>	<b>10</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	D	4	0	0	50	25	25	0	0	0	22	38	25	8	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	1	1	70	23	3	3	0	0	15	97	2	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	81	13	3	0	0	3	52	81	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	90	6	2	2	0	0	7	75	13	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	65	21	10	5	0	0	18	53	24	60	
	HEATHROW	JAPAN AIRLINES	S	A	56	2	2	71	18	5	5	0	0	13	79	14	52	
	HEATHROW	JAPAN AIRLINES	S	D	58	0	0	71	24	2	3	0	0	13	51	18	53	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	16	15	15	81	0	13	0	6	0	19	76	29	21	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	29	35	23	10	3	0	38	48	41	31	
<b>TOTAL TOKYO (NARITA)</b>					<b>351</b>	<b>18</b>	<b>18</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>18</b>	<b>18</b>	
TORONTO																		
	GLASGOW	AIR CANADA	S	A	19	0	0	95	5	0	0	0	0	2	82	14	17	
	GLASGOW	AIR CANADA	S	D	19	0	0	84	16	0	0	0	0	7	76	16	17	
	HEATHROW	AIR CANADA	S	A	125	0	0	72	12	10	2	3	0	18	74	14	137	
	HEATHROW	AIR CANADA	S	D	125	0	0	58	25	14	2	1	0	18	67	17	137	
	MANCHESTER	AIR CANADA	S	A	17	0	0	82	18	0	0	0	0	7	72	9	18	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					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)												
TORONTO																		
	MANCHESTER	AIR CANADA	S	D	17	0	0	59	24	12	6	0	0	16	44	22	18	
	BIRMINGHAM	AIR TRANSAT	S	A	4	0	0	75	0	0	25	0	0	24	60	37	5	
	BIRMINGHAM	AIR TRANSAT	S	D	4	0	0	25	25	25	25	0	0	36	20	63	5	
	GATWICK	AIR TRANSAT	S	A	16	0	0	75	19	6	0	0	9	81	14	16		
	GATWICK	AIR TRANSAT	S	D	16	0	0	75	13	6	6	0	0	13	50	23	16	
	GLASGOW	AIR TRANSAT	S	A	9	0	0	33	22	11	22	11	0	54	44	16	9	
	GLASGOW	AIR TRANSAT	S	D	9	0	0	33	11	11	33	11	0	63	44	45	9	
	MANCHESTER	AIR TRANSAT	S	A	10	0	0	70	0	20	10	0	0	19	44	33	9	
	MANCHESTER	AIR TRANSAT	S	D	10	0	0	50	20	20	10	0	0	26	11	81	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	10	3	3	0	0	8	87	7	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	39	29	21	11	0	0	29	52	17	60	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	9	71	35	7	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	40	0	0	37	50	106	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	16	0	0	69	13	13	6	0	0	12	54	18	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	17	0	0	76	6	12	6	0	0	18	58	15	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	10	0	0	70	20	10	0	0	0	9	38	102	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	0	10	20	0	0	21	50	98	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	83	0	0	8	8	0	32	67	23	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	11	11	0	47	85	9	13	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	10	3	0	70	20	0	10	0	0	20	78	13	9	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	10	2	0	80	0	0	10	10	0	30	89	6	9	
<b>TOTAL TORONTO</b>					<b>632</b>	<b>5</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>21</b>	<b>21</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	GATWICK	GB AIRWAYS LTD	S	A	16	0	4	81	0	6	13	0	0	12	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	17	0	4	76	12	0	12	0	0	15	0	0	0	
<b>TOTAL TOULON / HYERES</b>					<b>33</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>6</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>21</b>	<b>21</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMI REGIONAL	S	A	30	0	0	83	13	3	0	0	0	7	80	8	5	
	MANCHESTER	BMI REGIONAL	S	D	29	1	0	90	7	3	0	0	0	3	100	2	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	89	3	4	2	0	1	13	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	80	13	4	2	0	0	10	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	0	16	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TOULOUSE (BLAGNAC)																		
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	19	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	58	8	8	25	0	0	26	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	50	8	33	8	0	0	29	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	28	1	0	75	14	7	4	0	0	13	59	14	17	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	28	1	0	57	14	21	7	0	0	24	59	18	17	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	92	0	0	55	29	12	3	0	0	16	76	10	89	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	92	0	0	72	18	8	2	0	0	10	84	9	89	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>509</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>11</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	77	19	3	0	0	0	8	0	0	0	
<b>TOTAL TOURS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>15</b>	<b>15</b>	
TREVISO																		
	STANSTED	RYANAIR	S	A	116	0	0	87	9	1	3	0	0	7	67	13	90	
	STANSTED	RYANAIR	S	D	118	0	0	82	11	4	3	0	0	10	58	17	90	
<b>TOTAL TREVISO</b>					<b>234</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>15</b>	<b>15</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	STANSTED	RYANAIR	S	A	31	0	0	87	10	3	0	0	0	5	40	35	30	
	STANSTED	RYANAIR	S	D	31	0	0	87	10	3	0	0	0	8	63	30	30	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>32</b>	<b>32</b>	
TRIPOLI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	23	15	0	0	0	14	50	16	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	10	50	29	2	
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	6	0	0	33	0	0	33	33	0	121	44	36	9	
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	6	0	0	17	0	0	50	33	0	141	44	28	9	
<b>TOTAL TRIPOLI</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>5</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>49</b>	<b>50</b>	<b>23</b>	<b>23</b>	
TUNIS																		
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	67	11	17	6	0	0	19	77	12	22	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	61	28	6	6	0	0	17	55	21	22	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	100	0	2	
	HEATHROW	TUNISAIR	S	A	17	0	0	65	6	29	0	0	0	16	35	25	17	
	HEATHROW	TUNISAIR	S	D	17	0	0	53	24	18	6	0	0	25	41	27	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
TUNIS																		
<b>TOTAL TUNIS</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>21</b>	<b>21</b>	
TURIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	6	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	6	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	35	1	1	77	9	11	3	0	13	75	15	36		
	STANSTED	RYANAIR	S	D	37	0	0	62	24	11	3	0	17	81	15	36		
<b>TOTAL TURIN</b>					<b>86</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>16</b>	<b>16</b>		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
URALSK	GATWICK	ASTRAEUS LTD	C	A	11	0	0	55	0	9	27	9	0	58	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	10	0	0	50	30	10	10	0	0	27	0	0	0	
<b>TOTAL URALSK</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>10</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>78</b>	<b>31</b>	<b>31</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	41	0	0	71	0	7	22	0	0	25	72	30	43	
	GATWICK	GB AIRWAYS LTD	S	D	40	0	0	55	8	5	33	0	0	37	68	23	44	
	HEATHROW	IBERIA	S	A	31	0	0	84	10	6	0	0	8	68	19	31		
	HEATHROW	IBERIA	S	D	31	0	0	90	3	6	0	0	7	77	22	31		
<b>TOTAL VALENCIA</b>					<b>143</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>5</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>24</b>	<b>24</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	69	0	0	74	14	9	3	0	13	51	21	35		
	HEATHROW	AIR CANADA	S	D	69	0	0	80	9	6	6	0	12	69	14	42		
	GATWICK	AIR TRANSAT	S	A	11	0	0	73	0	18	9	0	14	45	17	11		
	GATWICK	AIR TRANSAT	S	D	11	0	0	82	9	9	0	0	10	91	7	11		
	GLASGOW	AIR TRANSAT	S	A	5	0	0	100	0	0	0	0	0	60	9	5		
	GLASGOW	AIR TRANSAT	S	D	5	0	0	80	0	20	0	0	13	60	12	5		
	MANCHESTER	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	1	50	65	4		
	MANCHESTER	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	4	50	60	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	6	0	0	5	73	11	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	10	3	0	17	55	19	29		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	24	43	24	7		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	22	0	22	11	55	100	5	2		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	2	67	25	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	4	100	5	3		
<b>TOTAL VANCOUVER</b>					<b>269</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>18</b>	<b>18</b>		
VARADERO																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	20	20	0	20	253	50	265	4	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	0	33	0	30	100	4	5		
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	19	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	1	0	75	0	25	0	0	15	0	0	0		
<b>TOTAL VARADERO</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>81</b>	<b>55</b>	<b>55</b>	
VARNA																		
	GATWICK	BH AIR	C	A	2	0	0	50	50	0	0	0	16	0	0	0		
	GLASGOW	BH AIR	C	A	3	0	0	100	0	0	0	0	0	0	0	0		
	GLASGOW	BH AIR	C	D	2	0	0	100	0	0	0	0	0	0	0	0		
	MANCHESTER	BH AIR	C	A	5	0	0	20	80	0	0	0	18	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
VARNA																		
	MANCHESTER	BH AIR	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	1	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	1	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	1	
<b>TOTAL VARNA</b>					<b>27</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>6</b>	<b>6</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	58	0	0	81	10	2	7	0	0	13	52	18	31	
	STANSTED	RYANAIR	S	D	58	0	0	69	19	5	7	0	0	18	48	21	31	
<b>TOTAL VASTERAS</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>20</b>	<b>20</b>	
VENICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	35	29	19	16	0	0	27	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	45	26	23	6	0	0	22	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	28	0	0	50	43	7	0	0	0	15	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	83	17	0	0	0	0	5	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	61	0	0	79	8	10	3	0	0	12	44	44	86	
	GATWICK	BRITISH AIRWAYS PLC	S	D	61	0	0	79	13	3	5	0	0	13	63	17	86	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	15	0	0	73	13	13	0	0	0	11	54	20	13	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	15	0	0	80	13	7	0	0	0	8	92	8	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	1	0	84	7	7	3	0	0	10	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	63	23	11	3	0	0	18	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	75	0	30	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	10	100	6	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	54	0	27	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	16	100	0	2	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	54	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	16	0	0	0	
	GATWICK	VOLARE AIRLINES	S	A	27	0	0	70	26	4	0	0	0	10	57	15	61	
	GATWICK	VOLARE AIRLINES	S	D	27	0	0	89	7	0	4	0	0	8	59	15	61	
	LUTON	VOLARE AIRLINES	S	A	5	0	0	0	40	60	0	0	0	30	0	0	0	
	LUTON	VOLARE AIRLINES	S	D	5	0	0	40	40	20	0	0	0	21	0	0	0	
<b>TOTAL VENICE</b>					<b>477</b>	<b>2</b>	<b>4</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>23</b>	<b>23</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
VERONA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	0	100	9	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	6	0	32	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	100	7	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	34	0	1	91	9	0	0	0	3	87	5	30		
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	80	14	3	3	0	10	73	11	30		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	100	2	3		
<b>TOTAL VERONA</b>					<b>86</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>9</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	146	0	1	64	21	10	4	1	0	18	58	20	118	
	HEATHROW	AUSTRIAN AIRLINES	S	D	146	0	1	53	21	18	7	1	0	26	61	20	118	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	87	6	6	0	0	0	6	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	90	6	3	0	0	0	4	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	52	31	15	2	0	0	17	64	16	122	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	76	15	9	1	0	0	10	76	12	122	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	31	0	0	90	0	3	6	0	0	8	78	14	27	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	31	0	0	87	0	6	6	0	0	10	85	14	27	
<b>TOTAL VIENNA</b>					<b>665</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>16</b>	<b>16</b>	
VILNIUS																		
	GATWICK	LITHUANIA AIRLINES	S	A	34	0	0	97	3	0	0	0	0	3	74	11	31	
	GATWICK	LITHUANIA AIRLINES	S	D	34	0	0	100	0	0	0	0	0	2	84	9	31	
<b>TOTAL VILNIUS</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>10</b>	
VOLOS																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	50	50	0	0	0	0	17	0	81	2	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	7	50	32	2	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	100	1	2		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	75	10	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	12	100	4	4	
	BIRMINGHAM	ISLANDSFLUG	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLOS</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>16</b>	<b>16</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
WARSAW	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	75	12	12	1	0	0	10	68	17	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	76	14	8	2	0	0	11	69	15	93
	HEATHROW	LOT-POLISH AIRLINES	S	A	93	0	0	57	24	18	1	0	0	15	59	18	92
	HEATHROW	LOT-POLISH AIRLINES	S	D	93	0	0	66	27	8	0	0	0	12	74	16	92
	MANCHESTER	LOT-POLISH AIRLINES	S	A	27	0	0	96	4	0	0	0	0	5	78	12	27
	MANCHESTER	LOT-POLISH AIRLINES	S	D	27	0	0	100	0	0	0	0	0	93	5	27	
<b>TOTAL WARSAW</b>					<b>426</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>15</b>	<b>15</b>
WASHINGTON (DULLES)	MANCHESTER	BMI BRITISH MIDLAND	S	A	26	0	0	100	0	0	0	0	0	96	7	26	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	27	0	0	96	0	4	0	0	0	2	92	3	25
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	98	1	0	1	0	0	2	88	30	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	70	13	12	4	1	0	17	67	18	60
	HEATHROW	UNITED AIRLINES	S	A	108	0	0	83	9	4	4	0	0	9	84	8	117
	HEATHROW	UNITED AIRLINES	S	D	117	0	0	92	6	2	0	0	0	6	83	10	119
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	3	10	0	3	0	14	97	3	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	16	10	6	3	0	27	65	15	31
<b>TOTAL WASHINGTON (DULLES)</b>					<b>525</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>12</b>	<b>12</b>
WATERFORD	LUTON	AER ARRAN	S	A	30	1	0	93	7	0	0	0	0	3	0	0	0
	LUTON	AER ARRAN	S	D	30	1	0	93	3	3	0	0	0	5	0	0	0
<b>TOTAL WATERFORD</b>					<b>60</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>8</b>
WINDHOEK																	



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	0	63	38	0	0	0	28	80	8	10
<b>TOTAL YEREVAN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>52</b>	<b>32</b>	<b>32</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	27	0	0	44	22	19	15	0	0	29	52	18	33
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	42	19	23	13	3	0	36	68	16	34
<b>TOTAL ZAGREB</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>21</b>	<b>21</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>59</b>	<b>18</b>	<b>18</b>
ZAKINTHOS	GATWICK	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	4	0	20	1
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	12	67	11	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	17	100	0	2
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	86	0	14	0	0	0	9	86	4	7
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	0	3	100	1	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	100	0	0	0	0	0	1	67	8	6
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	0	0	100	0	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	4	100	10	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	100	0	3
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	0	50	50	0	0	0	35	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	1	0	67	33	0	0	0	0	7	33	15	3
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	75	6	4
	GLASGOW	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	33	28	3
	GLASGOW	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	3	0	30	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	57	0	14	29	0	0	32	50	15	6
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	100	0	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	37	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	2	0	100	0	0	0	0	0	0	100	1	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	0	89	7	19
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	4	82	7	17
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	11	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	75	8	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	7	2	0	100	0	0	0	0	0	2	91	3	11
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	0	100	0	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	ISLANDSFLUG	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 2003

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2002						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
ZAKINTHOS																			
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	11	100	4	4		
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	3	100	2	4		
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	100	2	5		
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	75	11	4		
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	50	0	33	17	0	0	37	100	1	7		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	0	40	0	0	39	100	0	6		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	80	20	10		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	88	15	8		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	58	80	5	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	75	12	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	1	0	50	25	13	0	13	0	38	78	9	9		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	13	0	0	0	13	100	1	7		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	0	0	58	16	5	11	11	0	35	50	29	12		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	93	0	0	0	7	0	16	75	9	8		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	4	100	0	5		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	1	75	6	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	22	100	0	5		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	31	50	17	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	80	5	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	1	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	3	11		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	1	100	4	8		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	50	15	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	17	17	0	0	0	10	33	17	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	93	0	0	7	0	0	10	92	15	13		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	9	0	0	0	0	2	91	5	11		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	3		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	7	50	34	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	8	67	19	3		
<b>TOTAL ZAKINTHOS</b>					<b>313</b>	<b>9</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>9</b>		
ZURICH																			
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	17	0	0	59	18	24	0	0	0	13	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 2003

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2002			
					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	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	16	0	0	56	38	6	0	0	0	12	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	54	0	0	65	19	15	2	0	0	14	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	54	0	0	91	6	4	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	76	9	14	1	0	0	11	73	14	175
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	78	12	6	3	0	0	12	71	14	176
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	63	15	10	13	0	0	20	52	28	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	55	26	15	5	0	0	19	60	27	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	74	7	7	12	0	0	17	60	23	10
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	60	23	9	9	0	0	21	40	30	10
	LUTON	EASYJET SWITZERLAND	S	A	29	0	0	62	3	21	14	0	0	29	61	15	76
	LUTON	EASYJET SWITZERLAND	S	D	29	0	0	62	7	17	10	3	0	25	62	16	76
	BIRMINGHAM	SWISS AIRLINES	S	A	82	0	2	56	16	20	9	0	0	21	73	12	79
	BIRMINGHAM	SWISS AIRLINES	S	D	82	0	2	48	24	24	4	0	0	23	53	22	79
	HEATHROW	SWISS AIRLINES	S	A	214	1	0	70	20	9	1	0	0	12	64	16	216
	HEATHROW	SWISS AIRLINES	S	D	214	1	0	77	11	8	3	0	0	12	70	13	217
	LONDON CITY	SWISS AIRLINES	S	A	121	0	1	70	17	11	2	0	0	14	61	17	174
	LONDON CITY	SWISS AIRLINES	S	D	121	0	0	58	23	15	3	1	0	20	43	22	174
	MANCHESTER	SWISS AIRLINES	S	A	86	1	0	58	22	13	7	0	0	20	40	28	93
	MANCHESTER	SWISS AIRLINES	S	D	87	0	0	78	11	5	6	0	0	13	60	22	93
<b>TOTAL ZURICH</b>					<b>1800</b>	<b>9</b>	<b>5</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>18</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2003

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1624	22	0	80	8	7	5	1	0	15	76	18	1522
SCHEDULED FLIGHTS(ALL ROUTES)	8692	23	122	75	12	7	5	1	0	15	71	16	8864
AIRPORT TOTAL	10316	45	122	75	11	7	5	1	0	15	72	16	10386

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2003

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	230	26	0	70	10	11	8	0	0	17	74	15	243
SCHEDULED FLIGHTS(ALL ROUTES)	8213	23	37	73	14	8	4	0	0	14	74	14	8274
AIRPORT TOTAL	8443	49	37	73	14	8	4	0	0	14	74	14	8517

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2003

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	4598	81	0	77	10	7	5	1	0	15	76	19	4913
SCHEDULED FLIGHTS(ALL ROUTES)	15451	32	163	81	10	6	3	0	0	11	72	15	15951
AIRPORT TOTAL	20049	113	163	80	10	6	4	0	0	12	73	16	20864

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2003

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1315	27	0	75	10	7	6	1	1	21	67	27	1370
SCHEDULED FLIGHTS(ALL ROUTES)	6454	50	35	77	12	7	4	0	0	13	73	15	6468
AIRPORT TOTAL	7769	77	35	77	12	7	4	1	0	14	72	17	7838



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2003

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	58	11	0	50	29	10	10	0	0	24	45	25	58
SCHEDULED FLIGHTS(ALL ROUTES)	39331	64	121	70	17	10	3	0	0	15	67	17	39395
AIRPORT TOTAL	39389	75	121	70	17	10	3	0	0	15	67	17	39453

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2003

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
SCHEDULED FLIGHTS(ALL ROUTES)	4357	14	83	81	10	5	3	0	0	10	72	12	4797
AIRPORT TOTAL	4357	28	83	81	10	5	3	0	0	10	72	12	4797

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2003

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	465	94	0	84	8	5	4	0	0	10	82	13	553
SCHEDULED FLIGHTS(ALL ROUTES)	4409	15	31	78	10	7	4	0	0	12	73	14	4212
AIRPORT TOTAL	4874	109	31	79	10	7	4	0	0	12	74	14	4765

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2003

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	4198	63	0	75	10	7	5	1	1	19	73	20	4150
SCHEDULED FLIGHTS(ALL ROUTES)	13316	19	64	82	10	5	3	0	0	10	74	14	11883
AIRPORT TOTAL	17514	82	64	80	10	6	3	0	0	12	74	16	16033

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2003

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2002			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	894	9	0	78	9	7	6	1	1	17	69	24	908
SCHEDULED FLIGHTS(ALL ROUTES)	3076	6	12	78	12	7	3	0	0	12	79	13	2900
AIRPORT TOTAL	3970	15	12	78	11	7	4	0	0	13	76	15	3808

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2003

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2002		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	588	25	0	82	7	6	5	0	1	16	79	15	637
SCHEDULED FLIGHTS(ALL ROUTES)	13526	69	61	80	12	6	3	0	0	11	69	16	12291
AIRPORT TOTAL	14114	94	61	80	11	6	3	0	0	11	69	16	12928