

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



**Birmingham, Gatwick, Glasgow, Heathrow, Luton, Manchester, Stansted**

**Full and Summary Analysis**

**May 1995**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

2.3 **Website** Our tables are available on the Internet free of charge, address  
[www.caaerg.co.uk](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 2004 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.



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>AUSTRIA</b>																
SALZBURG	LEISURE INTERNATIONAL	C	7	0	1	86	0	14	0	0	0	4	0	0	0	
TOTAL SALZBURG			7	0	1	86	0	14	0	0	0	4	40	23	5	
TOTAL AUSTRIA			7	0	1	86	0	14	0	0	0	4	50	21	6	
<b>BELGIUM</b>																
BRUSSELS	BMI BRITISH MIDLAND	S	148	0	2	86	5	1	7	1	0	11	97	-1	173	
	BRITISH AIRWAYS PLC	S	100	0	0	72	16	3	9	0	0	18	89	6	102	
TOTAL BRUSSELS			248	0	2	81	10	2	8	0	0	14	94	1	279	
KORTRIJK/WEVELGEM	VIRGIN EXPRESS	C	2	0	0	100	0	0	0	0	0	4	0	0	0	
TOTAL KORTRIJK/WEVELGEM			2	0	0	100	0	0	0	0	0	4	0	0	0	
TOTAL BELGIUM			250	0	2	81	10	2	8	0	0	14	94	1	279	
<b>BULGARIA</b>																
VARNA	MONARCH AIRLINES	C	7	0	1	14	0	43	29	14	0	85	0	0	0	
TOTAL VARNA			7	0	1	14	0	43	29	14	0	85	50	17	8	
TOTAL BULGARIA			7	0	1	14	0	43	29	14	0	85	27	21	15	
<b>CANADA</b>																
TORONTO	AIR TRANSAT	C	12	0	0	58	0	42	0	0	0	11	63	13	8	
	CANADA 3000 AIRLINES	C	5	1	0	100	0	0	0	0	0	-10	0	90	4	
TOTAL TORONTO			17	1	0	71	0	29	0	0	0	5	42	39	12	
TOTAL CANADA			17	1	0	71	0	29	0	0	0	5	42	39	12	
<b>CYPRUS</b>																
LARNACA	AIR 2000	S	24	0	0	75	8	8	8	0	0	13	14	49	7	
	AIRTOURS INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	1	27	35	15	
	BRITANNIA AIRWAYS	C	9	0	0	78	11	11	0	0	0	9	78	12	9	
	CYPRUS AIRWAYS	S	14	0	0	29	0	43	29	0	0	54	41	37	17	
	EUROCYPRIA AIRLINES LTD	C	8	0	0	38	13	0	25	0	25	123	100	-30	2	
	MY TRAVEL AIRWAYS UK	C	15	0	1	33	13	20	20	13	0	64	0	0	0	
TOTAL LARNACA			72	0	2	54	8	17	15	3	3	43	47	28	60	
PAPHOS	AIR 2000	S	10	0	0	40	30	20	0	0	10	66	63	16	8	
	BRITANNIA AIRWAYS	C	18	0	0	83	6	0	11	0	0	10	88	6	8	
	CYPRUS AIRWAYS	S	8	0	0	75	0	25	0	0	0	14	0	42	5	
TOTAL PAPHOS			37	0	0	68	11	11	8	0	3	30	41	49	29	
TOTAL CYPRUS			109	0	2	59	9	15	13	2	3	38	45	34	89	
<b>DENMARK</b>																
BILLUND	NEWAIR AIR SERVICE	S	100	0	0	83	15	2	0	0	0	1	76	9	88	
TOTAL BILLUND			101	0	0	82	16	2	0	0	0	2	77	8	92	
COPENHAGEN	DUO AIRWAYS LTD	S	92	0	0	88	9	1	2	0	0	7	95	4	82	
TOTAL COPENHAGEN			92	0	0	88	9	1	2	0	0	7	95	4	82	
TOTAL DENMARK			193	0	0	85	12	2	1	0	0	4	86	6	174	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>FRANCE</b>															
LYON	DUO AIRWAYS LTD	S	58	0	0	84	7	9	0	0	0	1	80	5	46
<b>TOTAL LYON</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>5</b>	<b>46</b>
NICE	BRITISH AIRWAYS PLC	S	16	0	0	63	19	13	6	0	0	15	61	12	18
<b>TOTAL NICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>12</b>	<b>18</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	154	0	0	97	1	2	0	0	0	1	97	1	149
	BRITISH AIRWAYS PLC	S	328	0	0	93	4	2	1	0	0	1	96	-1	235
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>482</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>0</b>	<b>384</b>
TARBES-LOURDES INTERNATIONAL	AIR CHARTER	C	4	0	0	50	50	0	0	0	0	17	50	26	2
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>41</b>	<b>3</b>
<b>TOTAL FRANCE</b>			<b>560</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>2</b>	<b>93</b>	<b>1</b>	<b>451</b>
<b>GERMANY</b>															
AUGSBURG/MUELHAUSEN	AUGSBURG AIRWAYS GMBH	S	38	0	0	87	11	3	0	0	0	-1	0	0	0
<b>TOTAL AUGSBURG/MUELHAUSEN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>3</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 PLC	S	170	0	0	93	4	2	1	0	0	1	95	-1	168
	LUFTHANSA	S	106	0	0	84	9	6	1	0	0	6	84	8	98
<b>TOTAL DUSSELDORF</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>2</b>	<b>266</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	154	0	0	79	9	8	4	0	0	10	83	5	155
	LUFTHANSA	S	62	0	0	90	10	0	0	0	0	2	88	4	108
<b>TOTAL FRANKFURT MAIN</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>5</b>	<b>263</b>
HANOVER	BRITISH AIRWAYS PLC	S	44	0	0	84	5	9	2	0	0	8	95	-2	44
<b>TOTAL HANOVER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>-2</b>	<b>44</b>
MUNICH	BRITISH AIRWAYS PLC	S	62	0	0	98	2	0	0	0	0	-5	94	4	62
<b>TOTAL MUNICH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>94</b>	<b>4</b>	<b>62</b>
STUTTART	DUO AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
	DUO AIRWAYS LTD	S	48	0	0	92	6	2	0	0	0	2	88	7	48
<b>TOTAL STUTTART</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>48</b>
<b>TOTAL GERMANY</b>			<b>687</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>3</b>	<b>778</b>
<b>GREECE</b>															
CORFU	AIR 2000	C	16	0	2	75	25	0	0	0	0	4	65	15	17
	AIR FOYLE PASSENGER AIRLINES	C	9	0	1	33	33	33	0	0	0	25	0	0	0
	BRITANNIA AIRWAYS	C	24	1	0	58	29	8	4	0	0	12	56	47	25
	MY TRAVEL AIRWAYS UK	C	7	0	1	0	0	0	57	43	0	146	0	0	0
<b>TOTAL CORFU</b>			<b>56</b>	<b>1</b>	<b>4</b>	<b>52</b>	<b>25</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>53</b>	<b>53</b>	<b>72</b>
HERAKLION	AIR 2000	C	10	0	0	90	10	0	0	0	0	-11	56	22	9
	AIRTOURS INTERNATIONAL	C	2	0	0	0	0	0	0	100	0	196	22	93	9
	BRITANNIA AIRWAYS	C	7	0	0	71	14	14	0	0	0	15	33	26	9
	MONARCH AIRLINES	C	9	0	1	44	44	11	0	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	38	13	50	0	0	69	0	0	0
<b>TOTAL HERAKLION</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>25</b>	<b>8</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>36</b>	<b>46</b>	<b>45</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
KAVALLA	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	1	56	26	9
<b>TOTAL KAVALLA</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>1</b>	<b>50</b>	<b>49</b>	<b>18</b>
KEFALLINIA	AIR 2000	C	7	0	1	71	29	0	0	0	7	78	-4	9	
	BRITANNIA AIRWAYS	C	7	0	1	14	14	71	0	0	38	43	38	7	
<b>TOTAL KEFALLINIA</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>21</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>14</b>	<b>16</b>	
KOS	AIR 2000	C	8	0	1	38	25	13	25	0	32	86	5	7	
	BRITANNIA AIRWAYS	C	7	0	0	57	29	14	0	0	18	79	21	14	
	MONARCH AIRLINES	C	5	0	0	40	0	60	0	0	25	0	0	0	
	MY TRAVEL AIRWAYS UK	C	6	0	1	33	0	50	17	0	37	0	0	0	
<b>TOTAL KOS</b>			<b>27</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>15</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>19</b>	<b>33</b>	
MITILINI	MY TRAVEL AIRWAYS UK	C	9	0	1	33	22	0	44	0	62	0	0	0	
<b>TOTAL MITILINI</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	
RHODES	AIR 2000	C	7	0	2	71	14	0	14	0	16	57	22	7	
	BRITANNIA AIRWAYS	C	15	0	1	100	0	0	0	0	-4	69	14	16	
	MONARCH AIRLINES	C	4	0	1	75	25	0	0	0	-31	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	50	13	0	0	18	0	0	0	
<b>TOTAL RHODES</b>			<b>34</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>39</b>	<b>41</b>	
SALONIKA	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	3	50	24	16	
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>24</b>	<b>16</b>	
SKIATHOS	LEISURE INTERNATIONAL	C	9	0	1	33	22	22	22	0	27	29	72	7	
<b>TOTAL SKIATHOS</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>27</b>	<b>29</b>	<b>72</b>	<b>7</b>	
ZAKINTHOS	AIR 2000	C	9	0	1	89	0	11	0	0	5	89	13	9	
	BRITANNIA AIRWAYS	C	9	0	0	78	22	0	0	0	11	67	9	9	
	MONARCH AIRLINES	C	6	0	0	50	17	33	0	0	19	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	1	75	13	13	0	0	10	0	0	0	
<b>TOTAL ZAKINTHOS</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>14</b>	<b>32</b>	
<b>TOTAL GREECE</b>			<b>245</b>	<b>1</b>	<b>17</b>	<b>60</b>	<b>19</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>21</b>	<b>52</b>	<b>37</b>	<b>289</b>	
IRISH REPUBLIC															
CORK	AER LINGUS	S	56	0	0	96	0	2	2	0	0	0	0	0	
	DUO AIRWAYS LTD	S	62	0	0	98	2	0	0	0	-4	95	-1	60	
<b>TOTAL CORK</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>-2</b>	<b>95</b>	<b>-1</b>	<b>60</b>	
DONEGAL	MACAIR LTD	S	40	0	2	83	5	8	5	0	6	0	0	0	
<b>TOTAL DONEGAL</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUBLIN	AER LINGUS	S	298	0	0	96	2	2	0	0	0	98	0	340	
	RYANAIR	S	184	0	0	90	7	3	1	0	5	86	7	200	
<b>TOTAL DUBLIN</b>			<b>482</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>3</b>	<b>540</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>640</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>2</b>	<b>602</b>	
ITALY															
MILAN (LINATE)	DUO AIRWAYS LTD	S	100	0	0	84	10	5	1	0	5	81	8	96	
<b>TOTAL MILAN (LINATE)</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>8</b>	<b>96</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	21	38	30	8
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>21</b>	<b>15</b>
TURIN	AB AIRLINES	C	2	0	0	0	0	100	0	0	0	44	0	0	0
<b>TOTAL TURIN</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>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA	GB AIRWAYS LTD	C	7	0	1	43	14	0	29	0	14	99	0	0	0
<b>TOTAL VERONA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>14</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>111</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	8	0	0	88	13	0	0	0	0	-6	100	-8	8
	AIR MALTA	S	16	0	0	50	25	25	0	0	0	19	0	0	0
	AIR MALTA	C	10	0	0	60	40	0	0	0	0	12	44	18	16
	BRITANNIA AIRWAYS	C	15	0	0	73	7	7	13	0	0	19	25	24	8
<b>TOTAL MALTA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>15</b>	<b>42</b>
<b>TOTAL MALTA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>15</b>	<b>42</b>
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	206	0	0	98	2	0	0	0	0	1	94	1	194
	KLM	S	240	0	0	87	9	2	2	0	0	8	93	2	240
<b>TOTAL AMSTERDAM</b>			<b>446</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>94</b>	<b>2</b>	<b>435</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	74	0	2	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL EINDHOVEN</b>			<b>74</b>	<b>0</b>	<b>2</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>TOTAL NETHERLANDS</b>			<b>520</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>3</b>	<b>511</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	16	0	0	88	13	0	0	0	0	-2	75	11	16
	BRITANNIA AIRWAYS	C	15	0	0	87	7	7	0	0	0	2	25	28	8
	BRITISH AIRWAYS PLC	C	7	0	1	100	0	0	0	0	0	-10	0	0	0
	LEISURE INTERNATIONAL	C	15	0	1	60	13	13	13	0	0	27	43	27	7
	MONARCH AIRLINES	C	23	0	1	43	9	26	17	4	0	47	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	13	63	25	0	107	0	0	0
<b>TOTAL FARO</b>			<b>84</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>8</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>45</b>	<b>96</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>85</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>8</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>45</b>	<b>96</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	30	10	0	40	20	0	70	0	0	0
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>85</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>85</b>	<b>10</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	25	25	38	13	0	0	31	75	18	8
	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	7	0	108	8
	LEISURE INTERNATIONAL	C	12	0	0	33	0	8	42	17	0	81	36	15	11
	MONARCH AIRLINES	C	7	0	1	57	14	14	14	0	0	27	0	0	0
	SPANAIR	C	10	0	0	80	20	0	0	0	0	8	30	49	10

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL ALICANTE</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>13</b>	<b>13</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>40</b>	<b>41</b>	<b>48</b>
<b>ALMERIA</b>	BRITANNIA AIRWAYS	C	16	0	0	75	19	6	0	0	0	9	47	20	17
	SPANAIR	C	10	0	0	50	20	20	10	0	0	25	57	21	7
<b>TOTAL ALMERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>21</b>	<b>24</b>
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	54	0	0	91	4	6	0	0	0	0	89	1	54
<b>TOTAL BARCELONA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>1</b>	<b>54</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	14	70	7
<b>TOTAL GERONA</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>14</b>	<b>70</b>	<b>7</b>
<b>IBIZA</b>	AIR 2000	C	7	0	1	71	14	14	0	0	0	5	57	34	7
	BMI BRITISH MIDLAND	C	2	0	0	0	100	0	0	0	0	26	0	29	2
	BRITANNIA AIRWAYS	C	41	0	0	68	7	10	10	0	5	37	62	13	42
	LEISURE INTERNATIONAL	C	13	0	3	46	8	8	38	0	0	56	100	4	3
	MY TRAVEL AIRWAYS UK	C	15	0	1	27	27	20	27	0	0	36	0	0	0
<b>TOTAL IBIZA</b>			<b>78</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>14</b>	<b>12</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>59</b>	<b>17</b>	<b>63</b>
<b>MAHON</b>	AIR 2000	C	16	0	2	100	0	0	0	0	0	0	43	29	14
	BRITANNIA AIRWAYS	C	23	0	0	74	9	4	9	4	0	27	54	30	24
	LEISURE INTERNATIONAL	C	11	0	1	73	9	0	18	0	0	25	25	34	8
	MONARCH AIRLINES	C	18	0	0	33	22	33	11	0	0	34	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	13	38	0	0	49	0	0	0
<b>TOTAL MAHON</b>			<b>76</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>41</b>	<b>39</b>	<b>71</b>
<b>MALAGA</b>	AIR 2000	C	16	0	0	88	13	0	0	0	0	0	100	-3	8
	BRITANNIA AIRWAYS	C	16	0	0	63	25	13	0	0	0	11	39	45	18
	BRITISH AIRWAYS PLC	S	24	0	0	92	4	4	0	0	0	5	85	0	26
	LEISURE INTERNATIONAL	C	16	0	0	19	6	13	63	0	0	84	72	12	18
	MONARCH AIRLINES	C	8	0	0	38	13	25	25	0	0	53	0	0	0
	SPANAIR	C	8	0	0	100	0	0	0	0	0	-4	100	-6	8
<b>TOTAL MALAGA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>68</b>	<b>20</b>	<b>90</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	41	0	3	80	2	10	7	0	0	10	69	19	39
	BRITANNIA AIRWAYS	C	80	0	2	78	9	6	6	1	0	15	37	37	84
	BRITISH AIRWAYS PLC	C	8	0	0	50	0	50	0	0	0	24	29	47	7
	FUTURA AIRLINES	C	8	0	0	25	0	25	25	25	0	98	0	0	0
	LEISURE INTERNATIONAL	C	3	0	1	100	0	0	0	0	0	6	67	13	3
	MONARCH AIRLINES	C	10	0	0	60	20	20	0	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	13	50	13	0	88	0	0	0
	SPANAIR	C	32	2	1	66	16	9	9	0	0	15	54	21	24
<b>TOTAL PALMA DE MALLORCA</b>			<b>190</b>	<b>2</b>	<b>7</b>	<b>69</b>	<b>8</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>45</b>	<b>37</b>	<b>199</b>
<b>REUS</b>	BRITANNIA AIRWAYS	C	8	0	0	25	63	0	13	0	0	24	13	80	8
	MY TRAVEL AIRWAYS UK	C	8	0	1	25	0	0	75	0	0	84	0	0	0
<b>TOTAL REUS</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>80</b>	<b>8</b>
<b>TOTAL SPAIN</b>			<b>585</b>	<b>2</b>	<b>17</b>	<b>66</b>	<b>11</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>53</b>	<b>29</b>	<b>564</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	8	0	0	38	38	13	13	0	0	21	78	11	9
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	9	80	6	10

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				Actual (7)	Plan (8)										
ARRECIFE	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	18	0	0	0
<b>TOTAL ARRECIFE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>12</b>	<b>43</b>	
FUERTEVENTURA	AIRTOURS INTERNATIONAL	C	2	0	0	100	0	0	0	0	7	63	15	8	
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	5	50	17	10	
	MY TRAVEL AIRWAYS UK	C	7	0	0	14	57	29	0	0	22	0	0	0	
<b>TOTAL FUERTEVENTURA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>16</b>	<b>18</b>	
LAS PALMAS	AIR 2000	C	8	0	0	88	13	0	0	0	-10	100	-17	10	
	BRITANNIA AIRWAYS	C	17	0	0	82	6	6	6	0	10	65	14	17	
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	25	50	25	103	0	0	0	
	SPANAIR	C	10	0	0	70	10	10	10	0	20	40	60	10	
<b>TOTAL LAS PALMAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>7</b>	<b>9</b>	<b>14</b>	<b>5</b>	<b>25</b>	<b>54</b>	<b>51</b>	<b>56</b>	
TENERIFE (SURREINA SOFIA)	AIR 2000	C	26	0	0	77	8	15	0	0	7	75	3	16	
	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	4	81	10	26	
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	7	50	17	2	
	LEISURE INTERNATIONAL	C	8	0	0	13	0	25	50	13	88	25	45	8	
	MONARCH AIRLINES	C	8	0	0	38	38	25	0	0	20	0	0	0	
	SPANAIR	C	18	0	0	50	22	28	0	0	18	47	51	17	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>18</b>	<b>60</b>	<b>24</b>	<b>91</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>18</b>	<b>59</b>	<b>28</b>	<b>208</b>	
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	53	0	1	72	17	6	6	0	12	87	4	53	
<b>TOTAL BASLE MULHOUSE</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>4</b>	<b>53</b>	
ZURICH	BRITISH AIRWAYS PLC	S	54	0	0	91	4	2	4	0	6	89	3	62	
	SWISS AIRLINES	S	54	0	0	33	33	28	6	0	25	62	10	53	
<b>TOTAL ZURICH</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>6</b>	<b>115</b>	
<b>TOTAL SWITZERLAND</b>			<b>161</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>6</b>	<b>168</b>	
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	8	0	0	88	13	0	0	0	4	80	9	10	
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	-1	75	9	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	13	38	50	141	0	0	0	
<b>TOTAL MONASTIR</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>4</b>	<b>4</b>	<b>12</b>	<b>16</b>	<b>46</b>	<b>57</b>	<b>48</b>	<b>28</b>	
<b>TOTAL TUNISIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>4</b>	<b>4</b>	<b>12</b>	<b>16</b>	<b>46</b>	<b>57</b>	<b>48</b>	<b>28</b>	
<b>TURKEY</b>															
ANTALYA	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	3	88	7	8	
<b>TOTAL ANTALYA</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>3</b>	<b>71</b>	<b>26</b>	<b>17</b>	
DALAMAN	AIR 2000	C	16	0	2	69	25	6	0	0	7	81	4	16	
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	43	15	7	
	MONARCH AIRLINES	C	7	0	1	71	0	29	0	0	14	0	0	0	
	SUNWAYS	C	10	0	0	30	10	50	10	0	29	0	0	0	
<b>TOTAL DALAMAN</b>			<b>40</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>13</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>12</b>	<b>29</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
IZMIR (ADNAM MENDERES)	AIR 2000	C	18	0	2	61	22	17	0	0	0	13	50	21	18
	MONARCH AIRLINES	C	8	0	0	38	13	25	25	0	0	44	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	1	25	0	0	50	25	0	114	0	0	0
	SUNWAYS	C	3	0	1	67	0	33	0	0	0	8	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>38</b>	<b>1</b>	<b>4</b>	<b>47</b>	<b>13</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>41</b>	<b>34</b>	<b>79</b>	<b>32</b>
<b>TOTAL TURKEY</b>			<b>87</b>	<b>1</b>	<b>7</b>	<b>61</b>	<b>11</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>55</b>	<b>43</b>	<b>80</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	53	0	0	89	9	2	0	0	0	5	88	7	93
<b>TOTAL ABERDEEN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>93</b>
BELFAST CITY	FLYBE BRITISH EUROPEAN	S	194	2	1	97	3	0	0	0	0	-2	95	1	200
	JERSEY EUROPEAN AIRWAYS	S	16	0	0	69	19	13	0	0	0	6	71	4	7
<b>TOTAL BELFAST CITY</b>			<b>210</b>	<b>2</b>	<b>1</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>94</b>	<b>1</b>	<b>207</b>
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	216	0	0	97	2	0	0	0	0	0	94	1	209
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>209</b>
CARDIFF WALES	AIR FOYLE PASSENGER AIRLINES	C	8	0	1	63	25	13	0	0	0	15	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	MACAIR LTD	S	48	2	2	77	4	6	13	0	0	15	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>48</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>4</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	8	0	0	50	25	0	25	0	0	30	0	0	0
<b>TOTAL EAST MIDLANDS</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>7</b>	<b>2</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	378	0	0	97	2	1	0	0	0	0	97	0	320
<b>TOTAL EDINBURGH</b>			<b>379</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>0</b>	<b>320</b>
GLASGOW	BRITISH AIRWAYS PLC	S	448	0	2	93	2	4	1	0	0	3	94	1	287
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	35	0	0	0
<b>TOTAL GLASGOW</b>			<b>450</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>1</b>	<b>288</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	63	0	1	95	0	3	2	0	0	-2	73	18	64
	JERSEY EUROPEAN AIRWAYS	S	62	0	0	95	3	2	0	0	0	-2	87	7	39
<b>TOTAL GUERNSEY</b>			<b>125</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>78</b>	<b>14</b>	<b>107</b>
<b>TOTAL INVERNESS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	107	0	1	97	0	2	1	0	0	1	88	7	103
<b>TOTAL ISLE OF MAN</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>103</b>
JERSEY	BMI BRITISH MIDLAND	S	85	0	1	88	7	2	2	0	0	5	80	12	91
	BRITISH AIRWAYS PLC	C	8	0	2	75	13	13	0	0	0	10	88	17	8
	DUO AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	32	50	31	2
	JERSEY EUROPEAN AIRWAYS	S	26	0	0	92	8	0	0	0	0	3	90	5	29
	KLM UK LTD	C	8	0	0	38	50	13	0	0	0	22	0	58	8
<b>TOTAL JERSEY</b>			<b>129</b>	<b>6</b>	<b>3</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>14</b>	<b>142</b>
KIRKWALL	BRITISH AIRWAYS PLC	S	43	0	0	91	7	0	2	0	0	4	0	0	0
<b>TOTAL KIRKWALL</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	BRITANNIA AIRWAYS	C	7	0	0	86	0	0	14	0	0	-1	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MANCHESTER			7	1	0	86	0	0	14	0	0	-1	67	36	27
NEWCASTLE	DUO AIRWAYS LTD	S	168	0	0	96	4	0	0	0	0	-1	98	-1	154
TOTAL NEWCASTLE			168	0	0	96	4	0	0	0	0	-1	98	-1	154
STANSTED	LEISURE INTERNATIONAL	C	3	0	1	0	33	33	33	0	0	55	0	0	0
TOTAL STANSTED			3	0	1	0	33	33	33	0	0	55	0	0	0
TOTAL UNITED KINGDOM			1958	12	12	93	4	2	1	0	0	2	91	4	1663
USA															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	12	0	0	92	8	0	0	0	0	-5	0	0	0
TOTAL CHICAGO (O'HARE)			12	0	0	92	8	0	0	0	0	-5	0	0	0
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	85	8	5	2	0	0	2	90	3	62
TOTAL NEW YORK (JF KENNEDY)			62	0	0	85	8	5	2	0	0	2	90	3	62
ORLANDO	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	33	72	9
	LEISURE INTL AIRWAYS LTD	C	8	0	0	13	13	0	50	25	0	99	38	100	8
TOTAL ORLANDO			16	0	0	44	13	6	25	13	0	55	42	63	24
TOTAL USA			90	0	0	79	9	4	6	2	0	10	77	20	86
TOTAL BIRMINGHAM			6577	17	68	84	7	5	3	1	0	8	82	10	6278



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	CALEDONIAN AIRWAYS	C	9	0	0	33	22	0	33	11	0	49	40	15	5
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	0	10	30	20	0	103	20	108	10
<b>TOTAL ANTIGUA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>11</b>	<b>5</b>	<b>32</b>	<b>16</b>	<b>0</b>	<b>78</b>	<b>33</b>	<b>75</b>	<b>18</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>11</b>	<b>5</b>	<b>32</b>	<b>16</b>	<b>0</b>	<b>78</b>	<b>33</b>	<b>75</b>	<b>18</b>
<b>AUSTRIA</b>															
GRAZ	AIR FOYLE PASSENGER AIRLINES	C	3	0	0	0	33	67	0	0	0	48	0	0	0
	EXCALIBUR AIRWAYS	C	2	0	0	0	50	50	0	0	0	33	0	0	0
	TRANSAER	C	2	0	0	0	50	0	50	0	0	42	0	0	0
<b>TOTAL GRAZ</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>30</b>	<b>41</b>	<b>10</b>
INNSBRUCK	KLM UK LTD	C	5	0	1	100	0	0	0	0	0	1	0	0	0
	LEISURE INTERNATIONAL	C	6	0	0	50	33	0	17	0	0	21	0	63	4
<b>TOTAL INNSBRUCK</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>18</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>50</b>	<b>6</b>
KLAGENFURT	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	50	0	0	0	50	0	109	0	0	0
<b>TOTAL KLAGENFURT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>109</b>	<b>25</b>	<b>64</b>	<b>8</b>
LINZ	EXCALIBUR AIRWAYS	C	7	0	0	43	14	29	14	0	0	23	50	69	8
	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	92	0	0	0
<b>TOTAL LINZ</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>78</b>	<b>12</b>
SALZBURG	EXCALIBUR AIRWAYS	C	11	0	2	55	27	9	0	9	0	40	67	14	9
	LAUDA-AIR	S	62	0	0	74	16	5	2	3	0	19	0	0	0
	LEISURE INTERNATIONAL	C	11	0	2	45	9	9	36	0	0	35	10	63	10
	MONARCH AIRLINES	C	4	0	0	25	50	0	25	0	0	29	33	22	3
<b>TOTAL SALZBURG</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>18</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>39</b>	<b>34</b>	<b>36</b>
VIENNA	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	79	15	3	3	0	0	12	74	11	124
	LAUDA-AIR	S	34	0	0	79	15	6	0	0	0	6	94	1	16
<b>TOTAL VIENNA</b>			<b>160</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>156</b>
<b>TOTAL AUSTRIA</b>			<b>280</b>	<b>2</b>	<b>5</b>	<b>70</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>23</b>	<b>228</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	10	0	0	20	0	40	40	0	0	50	25	32	8
	BRITISH AIRWAYS (EURO OPS) LG	S	18	0	0	78	11	6	0	0	6	31	0	0	0
<b>TOTAL BAKU</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>38</b>	<b>25</b>	<b>32</b>	<b>8</b>
<b>TOTAL AZERBAIJAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>38</b>	<b>25</b>	<b>32</b>	<b>8</b>
<b>BAHAMAS</b>															
NASSAU	BRITISH AIRWAYS PLC	S	9	0	0	33	22	11	33	0	0	40	0	0	0
<b>TOTAL NASSAU</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BAHAMAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	17	0	0	94	0	6	0	0	0	-2	75	3	8
	CALEDONIAN AIRWAYS	C	14	0	0	57	7	14	21	0	0	37	73	3	15
	MY TRAVEL AIRWAYS UK	C	8	0	1	63	13	25	0	0	0	18	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BRIDGETOWN			39	0	2	74	5	13	8	0	0	16	63	13	35
TOTAL BARBADOS			39	0	2	74	5	13	8	0	0	16	63	13	35
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	2	0	94	6	0	0	0	0	-7	0	0	0
TOTAL MINSK			18	2	0	94	6	0	0	0	0	-7	0	0	0
TOTAL BELARUS			18	2	0	94	6	0	0	0	0	-7	0	0	0
<b>BELGIUM</b>															
ANTWERP	CITY FLYER EXPRESS	S	172	0	2	92	3	3	1	0	0	4	86	9	173
TOTAL ANTWERP			172	0	2	92	3	3	1	0	0	4	86	9	173
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	224	0	0	81	12	4	3	0	0	9	88	4	59
TOTAL BRUSSELS			224	1	0	81	12	4	3	0	0	9	90	4	223
TOTAL BELGIUM			396	1	2	86	8	4	2	0	0	7	88	6	396
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	26	0	0	88	0	0	12	0	0	5	96	-6	26
TOTAL BERMUDA			26	0	0	88	0	0	12	0	0	5	96	-6	26
TOTAL BERMUDA			26	0	0	88	0	0	12	0	0	5	96	-6	26
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	0	0	0
TOTAL BURGAS			8	0	0	88	13	0	0	0	0	5	0	52	7
SOFIA	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	85	12	4	0	0	0	2	65	7	26
TOTAL SOFIA			26	0	0	85	12	4	0	0	0	2	63	9	27
VARNA	AIR VIA BULGARIAN AIRWAYS	C	6	0	0	50	33	17	0	0	0	11	0	0	0
TOTAL VARNA			6	0	0	50	33	17	0	0	0	11	36	22	14
TOTAL BULGARIA			40	0	0	80	15	5	0	0	0	4	46	19	48
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	8	0	1	38	25	25	13	0	0	35	0	0	0
TOTAL DOUALA			8	0	1	38	25	25	13	0	0	35	0	0	0
TOTAL CAMEROON			8	0	1	38	25	25	13	0	0	35	0	0	0
<b>CANADA</b>															
TORONTO	AIR CLUB INTERNATIONAL	C	10	0	0	0	10	50	30	10	0	80	0	0	0
	AIR TRANSAT	C	25	3	0	60	12	20	8	0	0	16	82	4	38
	CANADA 3000 AIRLINES	C	18	0	0	89	11	0	0	0	0	1	56	20	16
	ROYAL AIRLINES	C	14	0	0	57	14	21	7	0	0	14	42	22	12
TOTAL TORONTO			67	3	0	58	12	19	9	1	0	21	75	7	128
VANCOUVER	AIR CLUB INTERNATIONAL	C	16	0	0	13	19	25	19	25	0	80	0	0	0
	AIR TRANSAT	C	15	1	1	87	7	7	0	0	0	1	0	0	0
TOTAL VANCOUVER			31	1	1	48	13	16	10	13	0	41	79	8	77

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CANADA			98	4	1	55	12	18	9	5	0	28	77	8	205
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	9	0	0	44	11	22	22	0	0	32	0	0	0
	MY TRAVEL AIRWAYS UK	C	5	0	0	0	0	20	80	0	0	93	0	0	0
TOTAL GRAND CAYMAN			14	0	0	29	7	21	43	0	0	54	0	0	0
TOTAL CAYMAN ISLANDS			14	0	0	29	7	21	43	0	0	54	0	0	0
CROATIA															
PULA	FLIGHTLINE LTD	C	6	1	2	50	33	17	0	0	0	16	80	5	5
TOTAL PULA			6	1	2	50	33	17	0	0	0	16	80	5	5
SPLIT	CROATIA AIRLINES	C	6	0	0	50	17	33	0	0	0	20	0	0	0
TOTAL SPLIT			6	0	0	50	17	33	0	0	0	20	0	0	0
TOTAL CROATIA			12	1	2	50	25	25	0	0	0	18	80	5	5
CUBA															
CAMAGUEY	LEISURE INTL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	132	0	0	0
TOTAL CAMAGUEY			2	0	0	0	0	0	100	0	0	132	0	0	0
VARADERO	LEISURE INTL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	78	0	0	0
TOTAL VARADERO			2	0	0	50	0	0	50	0	0	78	0	142	8
TOTAL CUBA			4	0	0	25	0	0	75	0	0	105	13	104	15
CYPRUS															
LARNACA	AIR 2000	S	59	0	2	49	24	19	8	0	0	22	31	29	26
	CYPRUS AIRWAYS	S	26	1	0	23	23	19	35	0	0	48	48	31	29
TOTAL LARNACA			85	2	2	41	24	19	16	0	0	30	46	27	65
PAPHOS	AIR 2000	S	44	0	0	68	9	18	0	5	0	19	56	11	18
	CYPRUS AIRWAYS	S	30	0	0	37	23	23	17	0	0	35	56	16	32
TOTAL PAPHOS			74	0	0	55	15	20	7	3	0	25	56	14	50
TOTAL CYPRUS			159	2	2	48	19	19	12	1	0	28	50	21	116
DENMARK															
BILLUND	MAERSK AIR	S	122	0	0	78	20	2	0	0	0	8	89	6	120
TOTAL BILLUND			122	0	0	78	20	2	0	0	0	8	89	6	120
COPENHAGEN	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	74	16	5	5	0	0	12	85	4	124
	MAERSK AIR	S	53	0	0	81	13	4	2	0	0	9	80	7	106
TOTAL COPENHAGEN			177	0	0	76	15	5	4	0	0	11	76	13	264
TOTAL DENMARK			299	0	0	77	17	3	2	0	0	10	80	11	384
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	15	0	0	80	0	7	13	0	0	17	63	17	8
	LEISURE INTL AIRWAYS LTD	C	4	2	2	50	50	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	6	89	3	9
TOTAL PUERTO PLATA			23	2	2	74	9	9	9	0	0	13	76	10	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SANTO DOMINGO	BRITANNIA AIRWAYS	C	3	0	0	67	0	0	33	0	0	27	0	46	3
<b>TOTAL SANTO DOMINGO</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>46</b>	<b>3</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>26</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>15</b>	<b>20</b>
<b>EGYPT</b>															
ASWAN	EXCALIBUR AIRWAYS	C	10	0	0	40	10	10	40	0	0	58	0	0	0
<b>TOTAL ASWAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAIRO	EXCALIBUR AIRWAYS	C	4	0	0	0	25	50	25	0	0	43	0	0	0
<b>TOTAL CAIRO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>75</b>	<b>14</b>	<b>4</b>
HURGHADA	EXCALIBUR AIRWAYS	C	8	0	0	38	38	0	25	0	0	30	0	77	4
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>77</b>	<b>4</b>
LUXOR	AIR 2000	C	10	0	0	30	40	30	0	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	40	20	40	0	0	0	24	0	0	0
	EXCALIBUR AIRWAYS	C	4	0	0	25	25	50	0	0	0	21	0	55	8
	MONARCH AIRLINES	C	8	0	0	38	63	0	0	0	0	15	80	10	10
<b>TOTAL LUXOR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>38</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>36</b>	<b>35</b>	<b>22</b>
SHARM EL SHEIKH (OPHIRA)	EXCALIBUR AIRWAYS	C	4	0	0	100	0	0	0	0	0	7	25	21	4
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>25</b>	<b>21</b>	<b>4</b>
<b>TOTAL EGYPT</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>29</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>35</b>	<b>36</b>	<b>34</b>
<b>FRANCE</b>															
AJACCIO	GB AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	27	0	111	3
	LEISURE INTERNATIONAL	C	3	0	0	0	0	33	67	0	0	108	0	0	0
	MONARCH AIRLINES	C	4	0	0	25	50	0	25	0	0	38	50	20	8
	TRANSAER	C	2	0	0	0	0	100	0	0	0	49	0	0	0
<b>TOTAL AJACCIO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>35</b>	<b>41</b>	<b>17</b>
BASTIA	GB AIRWAYS LTD	C	4	0	0	0	0	0	100	0	0	76	0	236	2
<b>TOTAL BASTIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>159</b>	<b>4</b>
BORDEAUX	AIR INTER EUROPE	S	62	0	0	92	3	3	2	0	0	0	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	94	4	2	0	0	0	2	80	6	124
<b>TOTAL BORDEAUX</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>6</b>	<b>124</b>
BREST	BRIT AIR	S	62	0	0	98	2	0	0	0	0	2	98	1	62
<b>TOTAL BREST</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>1</b>	<b>62</b>
CALVI	AIR 2000	C	7	0	0	43	43	14	0	0	0	16	33	50	9
	FLIGHTLINE LTD	C	2	0	0	50	50	0	0	0	0	16	0	92	2
	GB AIRWAYS LTD	C	6	0	0	33	33	0	33	0	0	59	40	54	5
	KLM UK LTD	C	2	0	0	0	50	50	0	0	0	29	0	0	0
<b>TOTAL CALVI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>41</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>28</b>	<b>55</b>	<b>18</b>
FIGARI	EUROPEAN AIR CHARTER	C	2	0	0	0	0	50	50	0	0	65	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	25	50	25	0	0	59	50	26	2
<b>TOTAL FIGARI</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>50</b>	<b>33</b>	<b>8</b>
LIMOGES	EUROPEAN AIR CHARTER	C	4	0	0	25	0	25	50	0	0	76	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL LIMOGES			4	0	0	25	0	25	50	0	0	76	50	24	4
LYON	AIR LIBERTE/ TAT EUROPEAN ALN	S	60	0	2	82	8	7	3	0	0	7	74	8	104
TOTAL LYON			60	0	2	82	8	7	3	0	0	7	74	8	104
MARSEILLE	AIR FRANCE	S	34	0	0	82	18	0	0	0	0	0	0	0	0
	AIR LIBERTE/ TAT EUROPEAN ALN	S	185	0	1	72	19	4	4	0	0	12	83	7	179
TOTAL MARSEILLE			219	0	1	74	19	4	4	0	0	11	83	7	179
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	65	16	13	6	0	0	19	65	15	62
TOTAL MONTPELLIER			62	0	0	65	16	13	6	0	0	19	65	15	62
NANTES	BRIT AIR	S	122	0	0	84	13	2	1	0	0	8	87	6	70
TOTAL NANTES			122	0	0	84	13	2	1	0	0	8	91	4	126
NICE	BRITANNIA AIRWAYS	C	2	0	0	0	0	100	0	0	0	47	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	36	0	0	64	19	8	8	0	0	22	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	17	0	0	0
	EUROPEAN AIR CHARTER	C	6	1	2	33	0	33	33	0	0	39	0	0	0
	FLIGHTLINE LTD	C	2	0	0	0	50	50	0	0	0	33	0	0	0
TOTAL NICE			50	1	2	52	20	16	12	0	0	28	60	21	50
PARIS (CHARLES DE GAULLE)	AIR AFRIQUE	S	9	0	0	33	0	11	56	0	0	59	0	0	0
	AIR OPERATIONS EUROPE	C	6	0	0	67	0	0	33	0	0	45	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	346	0	1	91	6	2	0	0	0	3	91	4	336
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	21	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	50	50	0	0	67	0	0	0
	CAMEROON AIRLINES	S	8	0	1	50	13	25	13	0	0	18	0	0	0
	EXCALIBUR AIRWAYS	C	2	0	0	50	0	0	50	0	0	36	0	0	0
	LEISURE INTERNATIONAL	C	3	1	0	33	0	0	67	0	0	70	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	0	0	50	0	0	48	0	0	0
	VIRGIN EXPRESS	C	2	0	0	0	50	0	50	0	0	41	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			386	2	3	86	6	3	4	0	0	7	90	4	442
PARIS (ORLY)	AIR LIB	S	106	0	1	81	12	3	4	0	0	9	0	0	0
TOTAL PARIS (ORLY)			106	0	2	81	12	3	4	0	0	9	0	108	2
PERPIGNAN	BRITISH AIRWAYS (EURO OPS) LG	S	10	0	0	50	30	20	0	0	0	16	80	11	10
TOTAL PERPIGNAN			10	0	0	50	30	20	0	0	0	16	80	11	10
PONTOISE	AIGLE AZUR	S	88	0	0	97	3	0	0	0	0	1	98	5	80
TOTAL PONTOISE			88	0	0	97	3	0	0	0	0	1	98	5	80
RENNES	BRIT AIR	S	100	0	0	95	4	1	0	0	0	2	95	4	98
TOTAL RENNES			100	0	0	95	4	1	0	0	0	2	95	4	98
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	18	0	0	33	11	17	11	28	0	91	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			18	1	0	33	11	17	11	28	0	91	70	15	20
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	94	6	0	0	0	0	4	85	6	124
	STERLING EUROPEAN AIRLINES	C	2	0	0	0	0	0	0	100	0	259	0	0	0
TOTAL TOULOUSE (BLAGNAC)			127	0	0	91	7	0	0	2	0	8	85	6	124
TOTAL FRANCE			1642	4	10	82	10	4	4	0	0	10	84	8	1554

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	25	38	38	0	0	0	25	57	17	28
TOTAL BANJUL			8	0	0	25	38	38	0	0	0	25	54	18	35
TOTAL GAMBIA			8	0	0	25	38	38	0	0	0	25	54	18	35
<b>GERMANY</b>															
COLOGNE (BONN)	GB AIRWAYS LTD	C	4	1	0	75	0	25	0	0	0	10	0	0	0
TOTAL COLOGNE (BONN)			4	1	0	75	0	25	0	0	0	10	0	0	0
DUSSELDORF	CITY FLYER EXPRESS	S	124	0	0	72	21	6	2	0	0	11	82	10	61
TOTAL DUSSELDORF			124	0	0	72	21	6	2	0	0	11	82	10	61
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	178	0	0	91	5	3	1	0	0	2	76	7	184
TOTAL FRANKFURT MAIN			178	0	0	91	5	3	1	0	0	2	70	12	246
MUNICH	DEUTSCHE BA	S	119	0	0	70	24	5	2	0	0	11	0	0	0
	GB AIRWAYS LTD	C	2	0	5	100	0	0	0	0	0	5	81	7	36
TOTAL MUNICH			121	0	5	70	23	5	2	0	0	11	81	7	36
PADERBORN	EUROWINGS LUFTVERKEHRS	S	62	0	0	58	21	21	0	0	0	15	58	12	31
TOTAL PADERBORN			62	0	0	58	21	21	0	0	0	15	58	12	31
TOTAL GERMANY			489	2	5	77	16	7	1	0	0	8	75	9	510
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	71	0	0	80	7	6	6	1	0	13	77	9	99
TOTAL GIBRALTAR			71	0	0	80	7	6	6	1	0	13	77	9	99
TOTAL GIBRALTAR			71	0	0	80	7	6	6	1	0	13	77	9	99
<b>GREECE</b>															
ATHENS	AIR FOYLE PASSENGER AIRLINES	C	21	2	2	33	19	5	29	14	0	85	0	0	0
	BRITANNIA AIRWAYS	C	9	0	1	33	11	22	33	0	0	42	67	26	12
	BRITISH AIRWAYS (EURO OPS) LG	S	61	0	1	39	26	20	15	0	0	32	39	40	62
	CALEDONIAN AIRWAYS	C	18	0	0	44	28	22	6	0	0	23	29	95	14
	GB AIRWAYS LTD	C	2	0	1	0	0	0	50	50	0	137	0	120	2
	LEISURE INTERNATIONAL	C	12	0	3	17	8	17	58	0	0	80	50	55	10
	MONARCH AIRLINES	C	36	0	0	56	0	14	31	0	0	38	44	29	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	69	13	17	2	0	0	8	0	0	0
TOTAL ATHENS			215	5	9	47	16	16	18	2	0	36	43	38	252
CHANIA	AIR 2000	C	10	0	0	40	10	30	20	0	0	36	20	45	10
	LEISURE INTERNATIONAL	C	10	0	0	60	10	30	0	0	0	20	20	65	10
	MONARCH AIRLINES	C	14	0	0	21	14	21	29	14	0	65	43	47	7
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	14	14	0	0	0	9	0	0	0
TOTAL CHANIA			41	0	1	44	12	24	15	5	0	37	33	47	46
CORFU	AIR 2000	C	36	0	1	75	8	6	8	3	0	7	70	13	46
	AIR FOYLE PASSENGER AIRLINES	C	5	0	1	40	20	0	0	40	0	112	0	0	0
	BRITANNIA AIRWAYS	C	47	1	0	60	19	13	4	4	0	28	47	32	43
	CALEDONIAN AIRWAYS	C	6	0	7	50	17	17	17	0	0	26	25	21	8
	GB AIRWAYS LTD	C	2	0	2	0	0	0	100	0	0	146	0	106	1

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	LEISURE INTERNATIONAL	C	20	0	0	50	10	15	25	0	0	39	50	48	22
	MONARCH AIRLINES	C	37	0	4	46	14	22	19	0	0	35	52	44	31
	MY TRAVEL AIRWAYS UK	C	16	0	0	0	31	25	31	13	0	78	0	0	0
<b>TOTAL CORFU</b>			<b>171</b>	<b>1</b>	<b>16</b>	<b>51</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>55</b>	<b>33</b>	<b>165</b>
HERAKLION	AIR 2000	C	27	0	1	37	11	22	30	0	0	38	46	31	39
	BRITANNIA AIRWAYS	C	25	0	0	56	8	12	16	0	8	60	56	20	18
	CALEDONIAN AIRWAYS	C	12	0	0	33	33	33	0	0	0	24	25	44	12
	LEISURE INTERNATIONAL	C	16	0	1	19	31	6	44	0	0	43	31	49	16
	MONARCH AIRLINES	C	28	0	0	61	14	18	7	0	0	17	17	80	12
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	25	0	0	22	0	0	0
<b>TOTAL HERAKLION</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>17</b>	<b>16</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>43</b>	<b>35</b>	<b>120</b>
KALAMATA	AIR 2000	C	7	0	1	14	14	57	14	0	0	38	14	98	7
	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	0	0	0	100	0	0	99	0	0	0
	MONARCH AIRLINES	C	8	0	0	13	38	13	38	0	0	53	0	40	6
<b>TOTAL KALAMATA</b>			<b>18</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>8</b>	<b>71</b>	<b>13</b>
KAVALLA	BRITANNIA AIRWAYS	C	9	0	0	78	22	0	0	0	0	8	44	27	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	25	0	0	0	23	0	0	0
<b>TOTAL KAVALLA</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>47</b>	<b>21</b>
KEFALLINIA	AIR 2000	C	7	0	1	43	14	43	0	0	0	24	33	22	9
	BRITANNIA AIRWAYS	C	15	1	0	60	13	7	20	0	0	36	53	16	15
	CALEDONIAN AIRWAYS	C	4	0	0	25	25	25	25	0	0	39	100	-36	1
	LEISURE INTERNATIONAL	C	7	0	1	43	0	43	14	0	0	28	64	11	14
	MONARCH AIRLINES	C	11	0	0	45	0	27	27	0	0	34	0	0	0
	<b>TOTAL KEFALLINIA</b>			<b>44</b>	<b>2</b>	<b>2</b>	<b>48</b>	<b>9</b>	<b>25</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>52</b>	<b>16</b>
KOS	AIR 2000	C	14	0	1	93	7	0	0	0	0	-2	69	12	13
	BRITANNIA AIRWAYS	C	14	0	0	29	7	14	43	7	0	78	33	34	15
	CALEDONIAN AIRWAYS	C	14	0	0	14	21	21	36	0	7	83	33	65	15
	MONARCH AIRLINES	C	25	0	0	16	12	32	40	0	0	55	50	36	14
<b>TOTAL KOS</b>			<b>67</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>12</b>	<b>19</b>	<b>31</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>46</b>	<b>36</b>	<b>61</b>
MIKONOS	GB AIRWAYS LTD	C	9	0	1	78	11	0	11	0	0	-1	100	-5	6
<b>TOTAL MIKONOS</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>100</b>	<b>-5</b>	<b>6</b>
MITILINI	AIR 2000	C	8	0	0	38	13	13	25	13	0	81	38	35	8
	BRITANNIA AIRWAYS	C	7	0	0	43	29	14	14	0	0	23	0	0	0
	GB AIRWAYS LTD	C	2	0	2	0	0	50	50	0	0	84	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	33	17	17	33	0	0	40	0	0	0
<b>TOTAL MITILINI</b>			<b>24</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>17</b>	<b>17</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>51</b>	<b>46</b>	<b>35</b>	<b>13</b>
PREVEZA	AIR 2000	C	10	0	0	70	10	0	0	20	0	55	88	-3	8
	AIR FOYLE PASSENGER AIRLINES	C	4	1	0	0	0	0	50	50	0	189	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	38	13	0	13	38	0	116	60	31	10
	GB AIRWAYS LTD	C	6	0	0	17	0	50	0	33	0	106	50	18	6
	MONARCH AIRLINES	C	15	0	1	60	13	27	0	0	0	15	0	0	0
<b>TOTAL PREVEZA</b>			<b>44</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>9</b>	<b>16</b>	<b>7</b>	<b>20</b>	<b>2</b>	<b>79</b>	<b>61</b>	<b>24</b>	<b>33</b>
RHODES	AIR 2000	C	20	0	1	15	10	45	30	0	0	49	41	25	17
	AIR FOYLE PASSENGER AIRLINES	C	6	2	0	50	17	33	0	0	0	20	0	0	0

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				Actual (7)	Plan (8)										
RHODES	AIRTOURS INTERNATIONAL	C	3	1	1	0	0	0	67	33	0	139	35	34	17
	BRITANNIA AIRWAYS	C	35	0	0	54	23	9	14	0	0	21	31	47	51
	CALEDONIAN AIRWAYS	C	18	0	0	17	28	22	22	0	11	139	25	52	8
	MONARCH AIRLINES	C	21	0	0	48	19	10	24	0	0	27	20	52	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	13	13	31	6	0	54	0	0	0
<b>TOTAL RHODES</b>			<b>119</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>18</b>	<b>18</b>	<b>23</b>	<b>2</b>	<b>52</b>	<b>33</b>	<b>52</b>	<b>129</b>	
SALONIKA	AIR 2000	C	7	0	0	57	14	0	29	0	0	38	75	17	8
	BRITANNIA AIRWAYS	C	18	0	0	39	28	0	33	0	0	51	29	53	17
	CALEDONIAN AIRWAYS	C	4	0	0	50	25	0	0	0	25	121	0	0	0
	LEISURE INTERNATIONAL	C	5	0	0	80	0	20	0	0	0	12	75	58	4
	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	1	0	0	0
<b>TOTAL SALONIKA</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>42</b>	<b>35</b>	<b>74</b>	<b>49</b>	
SAMOS	MONARCH AIRLINES	C	8	0	0	25	38	13	25	0	0	51	33	55	9
<b>TOTAL SAMOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>33</b>	<b>55</b>	<b>9</b>
SKIATHOS	AIR 2000	C	12	0	2	58	8	8	25	0	0	37	25	86	12
	AIR FOYLE PASSENGER AIRLINES	C	6	0	0	0	0	33	67	0	0	86	0	0	0
	EXCALIBUR AIRWAYS	C	11	0	1	82	0	9	9	0	0	-1	33	33	3
	GB AIRWAYS LTD	C	12	0	1	33	8	8	42	8	0	63	56	7	9
	LEISURE INTERNATIONAL	C	8	0	1	63	13	25	0	0	0	19	33	93	3
	MONARCH AIRLINES	C	8	1	1	50	13	38	0	0	0	14	0	72	7
<b>TOTAL SKIATHOS</b>			<b>57</b>	<b>1</b>	<b>6</b>	<b>51</b>	<b>7</b>	<b>18</b>	<b>23</b>	<b>2</b>	<b>35</b>	<b>24</b>	<b>69</b>	<b>46</b>	
THIRA (SANTORINI)	AIR 2000	C	2	0	0	50	50	0	0	0	0	17	0	0	0
	EXCALIBUR AIRWAYS	C	14	0	0	21	14	36	29	0	0	44	33	46	6
<b>TOTAL THIRA (SANTORINI)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>18</b>	<b>29</b>	<b>24</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>33</b>	<b>46</b>	<b>6</b>
ZAKINTHOS	AIR 2000	C	13	0	0	46	23	15	15	0	0	23	65	21	17
	AIR FOYLE PASSENGER AIRLINES	C	10	1	0	10	20	50	20	0	0	46	0	0	0
	AIRTOURS INTERNATIONAL	C	3	0	4	0	33	67	0	0	0	37	29	32	14
	BRITANNIA AIRWAYS	C	24	0	0	58	25	17	0	0	0	14	56	23	18
	CALEDONIAN AIRWAYS	C	7	0	0	0	29	29	43	0	0	71	100	-4	8
	LEISURE INTERNATIONAL	C	2	0	0	0	0	50	0	50	0	123	100	-1	4
	MONARCH AIRLINES	C	15	0	1	60	7	20	13	0	0	19	50	21	6
	MY TRAVEL AIRWAYS UK	C	23	0	0	17	26	26	30	0	0	44	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>97</b>	<b>1</b>	<b>5</b>	<b>35</b>	<b>22</b>	<b>26</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>60</b>	<b>19</b>	<b>67</b>
<b>TOTAL GREECE</b>			<b>1106</b>	<b>16</b>	<b>52</b>	<b>44</b>	<b>16</b>	<b>18</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>41</b>	<b>44</b>	<b>40</b>	<b>1087</b>
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	16	0	0	63	6	19	13	0	0	19	60	18	10
	CALEDONIAN AIRWAYS	C	5	0	0	40	20	0	20	20	0	67	100	5	3
<b>TOTAL GRENADA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>10</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>15</b>	<b>13</b>
<b>TOTAL GRENADA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>10</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>15</b>	<b>13</b>
HUNGARY															
BUDAPEST	GARUDA INDONESIA	C	2	0	0	50	0	0	0	50	0	158	0	0	0
<b>TOTAL BUDAPEST</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>158</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</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>158</b>	<b>0</b>	<b>0</b>	<b>0</b>



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>INDIA</b>															
GOA	CALEDONIAN AIRWAYS	C	8	0	1	75	0	0	25	0	0	16	50	47	10
	MONARCH AIRLINES	C	4	0	0	0	0	50	50	0	0	79	50	16	2
<b>TOTAL GOA</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>54</b>	<b>39</b>	<b>13</b>
<b>TOTAL INDIA</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>54</b>	<b>39</b>	<b>13</b>
<b>INDONESIA</b>															
BALI INTERNATIONAL	GARUDA INDONESIA	S	19	0	0	53	5	11	16	5	11	75	25	104	4
<b>TOTAL BALI INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>5</b>	<b>10</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>72</b>	<b>25</b>	<b>104</b>	<b>4</b>
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	9	0	0	22	11	0	22	11	33	218	43	35	14
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>218</b>	<b>43</b>	<b>35</b>	<b>14</b>
<b>TOTAL INDONESIA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>7</b>	<b>7</b>	<b>17</b>	<b>7</b>	<b>17</b>	<b>117</b>	<b>39</b>	<b>50</b>	<b>18</b>
<b>IRISH REPUBLIC</b>															
CORK	CITY FLYER EXPRESS	S	62	0	0	69	11	16	3	0	0	14	0	0	0
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	CITY FLYER EXPRESS	S	194	0	0	73	19	8	0	0	0	9	65	12	265
	RYANAIR	S	178	0	0	86	12	1	1	0	0	8	0	0	0
<b>TOTAL DUBLIN</b>			<b>372</b>	<b>0</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>65</b>	<b>13</b>	<b>266</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>13</b>	<b>267</b>
<b>ISRAEL</b>															
OVDA	EXCALIBUR AIRWAYS	C	3	1	2	33	0	0	67	0	0	52	0	82	10
<b>TOTAL OVDA</b>			<b>3</b>	<b>1</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>82</b>	<b>10</b>
TEL AVIV	AIR 2000	C	9	0	0	11	22	44	22	0	0	44	50	40	8
	BRITISH AIRWAYS PLC	S	62	0	0	69	19	6	5	0	0	11	73	6	62
	EL AL	C	4	0	2	50	25	25	0	0	0	-4	40	18	10
	EXCALIBUR AIRWAYS	C	7	2	1	0	43	14	43	0	0	75	21	62	14
	MONARCH AIRLINES	C	26	0	0	27	15	31	15	12	0	61	25	41	28
<b>TOTAL TEL AVIV</b>			<b>108</b>	<b>2</b>	<b>3</b>	<b>49</b>	<b>20</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>52</b>	<b>24</b>	<b>122</b>
<b>TOTAL ISRAEL</b>			<b>111</b>	<b>3</b>	<b>5</b>	<b>49</b>	<b>20</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>48</b>	<b>28</b>	<b>132</b>
<b>ITALY</b>															
ALGHERO/SASSARI	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	157	0	0	0
	STERLING EUROPEAN AIRLINES	C	2	0	0	0	0	0	0	100	0	259	0	0	0
<b>TOTAL ALGHERO/SASSARI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>208</b>	<b>0</b>	<b>84</b>	<b>5</b>
BOLOGNA	ALITALIA	S	62	0	0	68	23	8	2	0	0	12	0	0	0
	BRITISH WORLD AIRLINES LTD	C	16	0	0	19	31	31	19	0	0	42	0	0	0
<b>TOTAL BOLOGNA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>21</b>	<b>17</b>
BRINDISI	EXCALIBUR AIRWAYS	C	2	0	0	0	100	0	0	0	0	25	50	13	2
<b>TOTAL BRINDISI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>13</b>	<b>2</b>
CAGLIARI (ELMAS)	GB AIRWAYS LTD	C	4	0	0	25	25	25	25	0	0	35	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	45	0	47	2

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>76</b>	<b>3</b>
<b>CATANIA (FONTANAROSSA)</b>	ALITALIA	S	60	0	2	72	17	10	2	0	0	12	0	0	0
	EXCALIBUR AIRWAYS	C	8	0	0	50	13	25	13	0	0	11	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	8	44	51	18
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>45</b>	<b>48</b>	<b>20</b>
<b>FLORENCE</b>	MERIDIANA AIR	S	124	0	0	68	23	9	1	0	0	12	58	18	62
<b>TOTAL FLORENCE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>18</b>	<b>62</b>
<b>GENOA</b>	BRITISH AIRWAYS PLC	S	124	0	0	87	8	4	0	1	0	4	82	5	123
	LEISURE INTERNATIONAL	C	2	0	0	50	0	0	50	0	0	37	0	0	0
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL GENOA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>7</b>	<b>125</b>
<b>MILAN (LINATE)</b>	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	94	6	0	0	0	0	1	0	0	0
	EUROPEAN AIR CHARTER	C	8	0	0	38	13	0	25	25	0	105	0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MILAN (MALPENSA)</b>	AIR 2000	C	14	0	2	57	29	7	7	0	0	18	58	14	12
	AIR FOYLE PASSENGER AIRLINES	C	6	1	0	17	17	0	67	0	0	90	0	0	0
	BRITISH WORLD AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	17	0	0	0
	EXCALIBUR AIRWAYS	C	6	0	0	83	17	0	0	0	0	7	45	22	20
	LEISURE INTERNATIONAL	C	5	0	0	40	40	20	0	0	0	19	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>42</b>	<b>1</b>	<b>2</b>	<b>52</b>	<b>29</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>34</b>	<b>57</b>
<b>NAPLES</b>	AIR 2000	C	7	0	0	29	43	0	29	0	0	61	29	32	7
	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	0	0	25	75	0	0	63	0	0	0
	BRITANNIA AIRWAYS	C	22	0	0	55	14	14	18	0	0	37	56	23	18
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	85	8	5	2	0	0	6	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	29	0	0	0
	MONARCH AIRLINES	C	16	0	0	25	31	44	0	0	0	26	50	22	12
<b>TOTAL NAPLES</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>13</b>	<b>176</b>
<b>OLBIA</b>	MERIDIANA AIR	C	3	0	1	67	0	0	33	0	0	31	0	0	0
	MONARCH AIRLINES	C	6	0	0	33	17	33	17	0	0	35	67	26	6
<b>TOTAL OLBIA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>67</b>	<b>26</b>	<b>6</b>
<b>PALERMO</b>	EXCALIBUR AIRWAYS	C	8	0	0	63	25	13	0	0	0	14	50	38	2
<b>TOTAL PALERMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>38</b>	<b>2</b>
<b>PISA</b>	AIR FOYLE PASSENGER AIRLINES	C	18	0	3	33	22	28	17	0	0	37	0	0	0
	AIR OPERATIONS EUROPE	C	2	0	0	0	0	100	0	0	0	50	0	0	0
	BRITISH WORLD AIRLINES LTD	C	5	0	0	0	0	80	0	20	0	99	0	0	0
	EXCALIBUR AIRWAYS	C	6	0	0	50	33	17	0	0	0	14	57	70	21
	GB AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	28	0	0	0
	MONARCH AIRLINES	C	11	0	0	45	18	0	36	0	0	42	73	14	22
	RYANAIR	C	4	0	0	50	0	50	0	0	0	28	0	0	0
	STERLING EUROPEAN AIRLINES	C	6	0	0	0	0	33	67	0	0	92	0	0	0
<b>TOTAL PISA</b>			<b>54</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>15</b>	<b>31</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>63</b>	<b>39</b>	<b>70</b>
<b>RIMINI</b>	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	20	10	10	10	0	56	59	15	17

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 RIMINI</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>53</b>	<b>33</b>	19
<b>ROME (CIAMPINO)</b>	GB AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	36	0	0	0
	MONARCH AIRLINES	C	18	0	0	50	28	17	6	0	0	21	59	17	27
	STERLING EUROPEAN AIRLINES	C	8	1	0	38	13	13	0	38	0	62	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>29</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>24</b>	<b>17</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>35</b>	<b>64</b>	<b>17</b>	39
<b>ROME (FIUMICINO)</b>	AIR LIBERTE/ TAT EUROPEAN ALN	S	60	0	2	82	7	10	2	0	0	9	86	6	7
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	63	21	16	0	0	0	13	77	11	62
<b>TOTAL ROME (FIUMICINO)</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>14</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>32</b>	87
<b>TREVISO</b>	LEISURE INTERNATIONAL	C	5	0	1	80	20	0	0	0	0	6	0	0	0
<b>TOTAL TREVISO</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	0
<b>VENICE</b>	AIR FOYLE PASSENGER AIRLINES	C	6	6	2	50	17	0	33	0	0	34	0	0	0
	ALITALIA	S	122	0	2	73	10	6	11	0	0	18	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	0	0	50	25	25	0	130	0	0	0
	EXCALIBUR AIRWAYS	C	10	0	0	60	0	0	20	0	20	107	75	35	20
	FLIGHTLINE LTD	C	2	0	0	0	50	0	50	0	0	71	0	0	0
	LEISURE INTERNATIONAL	C	9	0	1	67	0	22	11	0	0	16	57	75	7
	MONARCH AIRLINES	C	14	0	0	43	21	0	7	14	14	104	69	18	29
	MY TRAVEL AIRWAYS UK	C	6	1	1	100	0	0	0	0	0	0	0	0	0
<b>TOTAL VENICE</b>			<b>175</b>	<b>7</b>	<b>6</b>	<b>66</b>	<b>10</b>	<b>7</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>60</b>	<b>44</b>	70
<b>VERONA</b>	AIR 2000	C	7	0	0	71	29	0	0	0	0	5	86	2	7
	BRITISH AIRWAYS PLC	S	124	0	0	91	6	2	2	0	0	2	85	4	124
	GB AIRWAYS LTD	C	7	0	1	57	14	0	14	14	0	50	33	92	6
	MONARCH AIRLINES	C	39	0	2	67	10	10	13	0	0	19	57	21	28
<b>TOTAL VERONA</b>			<b>177</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	225
<b>TOTAL ITALY</b>			<b>1309</b>	<b>9</b>	<b>20</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>20</b>	1045
<b>IVORY COAST</b>															
<b>ABIDJAN</b>	AIR AFRIQUE	S	9	0	0	22	11	22	44	0	0	64	0	0	0
<b>TOTAL ABIDJAN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL IVORY COAST</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	0
<b>JAMAICA</b>															
<b>KINGSTON</b>	BRITISH AIRWAYS PLC	S	13	0	0	46	38	8	8	0	0	21	78	8	27
<b>TOTAL KINGSTON</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>36</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>8</b>	27
<b>MONTEGO BAY</b>	BRITISH AIRWAYS PLC	S	13	0	0	0	31	31	23	15	0	88	0	0	0
	LEISURE INTL AIRWAYS LTD	C	10	0	0	50	10	20	20	0	0	23	0	118	10
	MY TRAVEL AIRWAYS UK	C	6	1	0	0	0	83	17	0	0	50	36	39	11
<b>TOTAL MONTEGO BAY</b>			<b>29</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>38</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>77</b>	21
<b>TOTAL JAMAICA</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>23</b>	<b>28</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>52</b>	<b>38</b>	48
<b>KENYA</b>															
<b>MOMBASA</b>	BRITANNIA AIRWAYS	C	7	1	0	57	29	14	0	0	0	19	0	43	10
	CALEDONIAN AIRWAYS	C	10	0	0	50	0	30	20	0	0	36	20	71	10
	MONARCH AIRLINES	C	9	0	0	11	22	11	33	11	11	222	60	11	10

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MOMBASA			26	2	0	38	15	19	19	4	4	96	27	42	30
TOTAL KENYA			26	2	0	38	15	19	19	4	4	96	27	42	30
LATVIA															
RIGA	BALTIC INTERNATIONAL AIRLINES	S	59	1	3	78	10	0	8	3	0	22	83	10	40
	RIGA AIRLINES EXPRESS	S	36	0	0	58	17	11	14	0	0	28	0	0	0
TOTAL RIGA			95	1	3	71	13	4	11	2	0	24	83	10	40
TOTAL LATVIA			95	1	3	71	13	4	11	2	0	24	83	10	40
MALDIVE ISLANDS															
MALE INTERNATIONAL	CALEDONIAN AIRWAYS	C	9	0	0	89	11	0	0	0	0	-11	60	18	10
	MONARCH AIRLINES	C	4	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL MALE INTERNATIONAL			13	0	0	77	23	0	0	0	0	-4	60	18	10
TOTAL MALDIVE ISLANDS			13	0	0	77	23	0	0	0	0	-4	60	18	10
MALTA															
MALTA	AIR 2000	C	16	0	0	25	13	19	44	0	0	58	13	53	16
	AIR MALTA	S	82	0	0	83	10	5	2	0	0	7	78	7	80
	AIRTOURS INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	BRITANNIA AIRWAYS	C	20	0	0	40	25	20	15	0	0	30	67	14	18
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	-12	0	51	4
	GB AIRWAYS LTD	C	11	0	0	73	18	9	0	0	0	10	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	MONARCH AIRLINES	C	8	2	0	75	0	0	0	25	0	64	42	26	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	38	0	0	0
TOTAL MALTA			151	2	0	67	12	11	9	1	0	20	59	24	149
TOTAL MALTA			151	2	0	67	12	11	9	1	0	20	59	24	149
MAURITIUS															
MAURITIUS	BRITISH AIRWAYS PLC	S	18	0	0	78	6	6	11	0	0	19	78	24	18
TOTAL MAURITIUS			18	0	0	78	6	6	11	0	0	19	78	24	18
TOTAL MAURITIUS			18	0	0	78	6	6	11	0	0	19	78	24	18
MEXICO															
CANCUN	CALEDONIAN AIRWAYS	C	10	0	0	20	30	40	10	0	0	34	83	7	6
TOTAL CANCUN			10	0	0	20	30	40	10	0	0	34	83	7	6
PUERTO VALLARTA	LEISURE INTL AIRWAYS LTD	C	3	0	0	0	67	33	0	0	0	30	0	0	0
TOTAL PUERTO VALLARTA			3	0	0	0	67	33	0	0	0	30	0	0	0
TOTAL MEXICO			13	0	0	15	38	38	8	0	0	33	83	7	6
MOROCCO															
AGADIR	AIRTOURS INTERNATIONAL	C	2	0	0	0	50	50	0	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	25	50	0	0	70	0	0	0
	ROYAL AIR MAROC	C	17	0	1	53	12	18	18	0	0	26	100	0	8
TOTAL AGADIR			27	0	1	41	11	22	26	0	0	40	100	0	8

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	C	17	0	1	82	0	6	12	0	0	7	100	-4	8
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-4</b>	<b>8</b>
<b>TOTAL MOROCCO</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>7</b>	<b>16</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>90</b>	<b>0</b>	<b>30</b>
<b>NEPAL</b>															
KATHMANDU	ROYAL NEPAL AIRLINES	S	16	0	0	38	13	19	31	0	0	42	33	41	18
<b>TOTAL KATHMANDU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>41</b>	<b>18</b>
<b>TOTAL NEPAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>41</b>	<b>18</b>
<b>NETHERLANDS</b>															
AMSTERDAM	TRANSAVIA	S	232	0	0	81	17	1	1	0	0	9	74	14	297
<b>TOTAL AMSTERDAM</b>			<b>232</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>299</b>
MAASTRICHT	B A S E BUSINESS AIRLINES	S	78	0	6	88	5	3	4	0	0	7	81	10	81
<b>TOTAL MAASTRICHT</b>			<b>78</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>81</b>
ROTTERDAM	CITY FLYER EXPRESS	S	210	0	0	82	14	3	0	0	0	7	78	9	205
<b>TOTAL ROTTERDAM</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>205</b>
<b>TOTAL NETHERLANDS</b>			<b>520</b>	<b>1</b>	<b>6</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>585</b>
<b>NIGERIA</b>															
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	66	10	15	8	2	0	20	57	32	61
<b>TOTAL LAGOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>32</b>	<b>61</b>
<b>TOTAL NIGERIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>32</b>	<b>61</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	62	0	0	94	6	0	0	0	0	0	0	0	0
<b>TOTAL BERGEN</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	53	0	0	77	21	0	2	0	0	9	0	0	0
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>21</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (FORNEBU)	BRAATHENS ASA	S	78	0	0	95	5	0	0	0	0	-1	97	-1	64
	BRITISH AIRWAYS (EURO OPS) LG	S	54	0	0	87	7	6	0	0	0	5	68	14	53
<b>TOTAL OSLO (FORNEBU)</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>117</b>
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	54	0	0	85	13	0	2	0	0	6	75	12	53
<b>TOTAL STAVANGER</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>53</b>
<b>TOTAL NORWAY</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>8</b>	<b>178</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	18	0	0	50	6	22	11	6	6	62	67	20	18
<b>TOTAL ISLAMABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>62</b>	<b>67</b>	<b>20</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>62</b>	<b>67</b>	<b>20</b>	<b>18</b>
<b>PHILIPPINES</b>															
MANILA	PHILIPPINE AIRLINES	S	26	0	0	35	4	12	46	4	0	66	25	63	24
<b>TOTAL MANILA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>4</b>	<b>12</b>	<b>46</b>	<b>4</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>63</b>	<b>24</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PHILIPPINES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>4</b>	<b>12</b>	<b>46</b>	<b>4</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>63</b>	<b>24</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR 2000	C	36	0	0	50	17	17	17	0	0	27	68	15	40
	AIR FOYLE PASSENGER AIRLINES	C	2	0	2	0	0	0	50	0	50	368	0	0	0
	AIR OPERATIONS EUROPE	C	3	0	1	67	0	0	0	33	0	84	0	0	0
	AIRTOURS INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	12	45	25	11
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-5	0	0	0
	BRITANNIA AIRWAYS	C	24	0	0	33	13	8	38	8	0	66	33	43	18
	BRITISH AIRWAYS (EURO OPS) LG	S	114	0	0	70	14	9	7	0	0	16	0	0	0
	CALEDONIAN AIRWAYS	C	20	0	0	40	20	10	20	10	0	52	43	49	28
	GB AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-4	0	0	0
	LEISURE INTERNATIONAL	C	17	1	0	47	18	18	18	0	0	30	54	29	24
	MONARCH AIRLINES	C	49	1	0	59	10	18	12	0	0	22	48	33	46
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	25	19	19	0	0	38	0	0	0
	STERLING EUROPEAN AIRLINES	C	12	0	1	25	25	17	0	25	8	103	0	0	0
	TRANSAER	C	8	0	0	50	0	13	25	0	13	120	0	0	0
<b>TOTAL FARO</b>			<b>307</b>	<b>2</b>	<b>4</b>	<b>56</b>	<b>15</b>	<b>12</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>62</b>	<b>26</b>	<b>319</b>
<b>LISBON</b>	GB AIRWAYS LTD	C	23	0	1	35	17	22	26	0	0	43	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	19	0	0	0
<b>TOTAL LISBON</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>16</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>71</b>	<b>21</b>	<b>28</b>
<b>OPORTO (PORTUGAL)</b>	KLM UK LTD	C	5	0	1	60	20	20	0	0	0	13	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>11</b>	<b>8</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>337</b>	<b>2</b>	<b>6</b>	<b>54</b>	<b>15</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>62</b>	<b>25</b>	<b>355</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	AIR 2000	C	10	0	0	40	0	20	40	0	0	42	40	182	10
	EXCALIBUR AIRWAYS	C	20	0	4	60	20	5	0	15	0	48	70	250	10
	GB AIRWAYS LTD	S	26	0	0	73	19	0	0	8	0	20	25	31	16
	MONARCH AIRLINES	C	20	0	0	90	0	10	0	0	0	5	72	64	18
<b>TOTAL FUNCHAL</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>110</b>	<b>54</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>110</b>	<b>54</b>
<b>PUERTO RICO</b>															
<b>SAN JUAN (PUERTO RICO)</b>	BRITANNIA AIRWAYS	C	3	0	1	67	33	0	0	0	0	3	44	19	9
	BRITISH AIRWAYS PLC	S	9	0	0	89	11	0	0	0	0	3	56	89	9
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>54</b>	<b>18</b>
<b>TOTAL PUERTO RICO</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>54</b>	<b>18</b>
<b>QATAR</b>															
<b>DOHA</b>	QATAR AIRWAYS	S	8	0	0	50	25	13	13	0	0	4	0	0	0
<b>TOTAL DOHA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL QATAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
<b>JOHANNESBURG</b>	AVIA AIRLINES	S	20	0	0	50	15	25	0	0	10	91	0	0	0

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				Actual (7)	Plan (8)										
TOTAL JOHANNESBURG			20	0	0	50	15	25	0	0	10	91	0	0	0
TOTAL REPUBLIC OF SOUTH AFRICA			20	0	0	50	15	25	0	0	10	91	0	0	0
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	18	0	0	11	17	11	61	0	0	76	100	3	2
TOTAL SANAA			18	0	0	11	17	11	61	0	0	76	100	3	3
TOTAL REPUBLIC OF YEMEN			18	0	0	11	17	11	61	0	0	76	100	5	5
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	28	0	0	71	21	4	4	0	0	10	0	0	0
TOTAL BUCHAREST (OTOPENI)			28	0	0	71	21	4	4	0	0	10	0	0	0
TOTAL RUMANIA			28	0	0	71	21	4	4	0	0	10	75	7	4
RUSSIA															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	46	0	0	87	7	7	0	0	0	0	0	0	0
TOTAL MOSCOW (SHEREMETYEVO)			46	0	0	87	7	7	0	0	0	0	0	0	0
TOTAL RUSSIA			46	0	0	87	7	7	0	0	0	0	0	0	0
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	67	17	6	11	0	0	24	89	2	18
TOTAL SEYCHELLES			18	0	0	67	17	6	11	0	0	24	89	2	18
TOTAL SEYCHELLES			18	0	0	67	17	6	11	0	0	24	89	2	18
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	C	4	0	2	75	25	0	0	0	0	3	0	0	0
TOTAL LJUBLJANA			4	0	2	75	25	0	0	0	0	3	0	0	0
TOTAL SLOVENIA			4	0	2	75	25	0	0	0	0	3	0	0	0
SPAIN															
ALICANTE	AIR 2000	C	28	0	0	64	25	4	7	0	0	19	57	37	35
	AIR FOYLE PASSENGER AIRLINES	C	34	0	0	53	21	15	6	6	0	34	0	0	0
	AIR OPERATIONS EUROPE	C	10	0	0	20	20	20	30	10	0	76	0	0	0
	AIRTOURS INTERNATIONAL	C	2	0	1	100	0	0	0	0	0	-30	71	9	17
	BRITANNIA AIRWAYS	C	26	0	0	38	23	12	23	0	4	47	48	61	27
	BRITISH WORLD AIRLINES LTD	C	4	0	0	25	0	50	25	0	0	60	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	38	13	13	13	25	0	78	44	43	16
	GB AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	12	25	31	8
	LEISURE INTERNATIONAL	C	35	0	1	34	14	17	31	3	0	48	47	45	36
	MONARCH AIRLINES	C	54	0	7	50	15	24	7	4	0	33	49	27	57
	MY TRAVEL AIRWAYS UK	C	15	1	0	73	0	13	7	7	0	14	0	0	0
	TRANSAER	C	2	0	0	0	0	0	50	50	0	233	0	0	0
TOTAL ALICANTE			222	1	9	47	17	16	15	5	0	41	48	40	209
ALMERIA	AIRTOURS INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	26	50	21	8
	BRITANNIA AIRWAYS	C	15	1	1	33	20	20	20	0	7	74	50	31	18
	EXCALIBUR AIRWAYS	C	8	0	0	75	0	0	25	0	0	32	63	15	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	13	50	16	8

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				Actual (7)	Plan (8)										
ALMERIA	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	25	13	0	0	26	0	0	0
<b>TOTAL ALMERIA</b>			<b>41</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>17</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>52</b>	<b>23</b>	<b>42</b>
BARCELONA	LEISURE INTERNATIONAL	C	4	0	0	0	25	50	25	0	0	54	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	45	50	173	2
<b>TOTAL BARCELONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>50</b>	<b>58</b>	<b>10</b>
GERONA	AIR 2000	C	15	0	0	47	7	20	27	0	0	34	63	11	8
	BRITANNIA AIRWAYS	C	17	0	0	41	18	41	0	0	0	27	19	56	16
	MONARCH AIRLINES	C	10	0	0	50	0	10	30	10	0	43	33	40	12
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	0	43	0	0	0	22	0	0	0
<b>TOTAL GERONA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>8</b>	<b>30</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>36</b>	<b>42</b>	<b>61</b>
IBIZA	AIR 2000	C	38	0	0	87	3	11	0	0	0	4	84	9	38
	AIRWORLD AVIATION LTD	C	9	0	1	67	33	0	0	0	0	9	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	66	0	0	45	20	11	18	6	0	47	36	53	64
	CALEDONIAN AIRWAYS	C	4	0	0	50	0	0	0	50	0	114	0	99	4
	EUROPEAN AIR CHARTER	C	7	2	1	29	0	14	29	29	0	126	0	0	0
	EXCALIBUR AIRWAYS	C	8	0	0	88	13	0	0	0	0	-3	0	0	0
	GB AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	10	0	66	2
	LEISURE INTERNATIONAL	C	16	0	1	75	13	13	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	30	0	5	67	13	7	13	0	0	11	60	24	35
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	19	0	0	0
	STERLING EUROPEAN AIRLINES	C	6	0	0	67	0	0	0	33	0	74	0	0	0
	TRANSAER	C	9	0	2	67	0	11	22	0	0	23	0	0	0
<b>TOTAL IBIZA</b>			<b>205</b>	<b>3</b>	<b>12</b>	<b>63</b>	<b>13</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>46</b>	<b>55</b>	<b>188</b>
MADRID	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	91	4	3	1	0	1	4	100	-6	4
	GB AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	SPANAIR	C	16	0	0	75	13	13	0	0	0	12	67	36	18
	VIVA	S	98	0	4	89	9	2	0	0	0	3	81	5	104
<b>TOTAL MADRID</b>			<b>303</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>9</b>	<b>309</b>
MAHON	AIR 2000	C	35	0	0	57	20	6	17	0	0	25	37	29	43
	AIRTOURS INTERNATIONAL	C	4	0	0	75	0	25	0	0	0	10	29	63	14
	BRITANNIA AIRWAYS	C	48	0	2	42	6	10	27	13	2	83	57	34	53
	CALEDONIAN AIRWAYS	C	16	0	4	50	0	6	31	13	0	55	63	13	16
	CENTENNIAL AIRLINES	C	9	0	1	78	11	11	0	0	0	-9	38	52	8
	EXCALIBUR AIRWAYS	C	2	0	0	0	50	0	0	50	0	104	100	-3	1
	GB AIRWAYS LTD	C	6	0	4	100	0	0	0	0	0	4	0	0	0
	LEISURE INTERNATIONAL	C	26	0	0	54	19	8	19	0	0	25	65	51	17
	MONARCH AIRLINES	C	27	1	1	67	22	11	0	0	0	11	56	32	34
	MY TRAVEL AIRWAYS UK	C	20	1	0	35	15	35	15	0	0	31	0	0	0
	STERLING EUROPEAN AIRLINES	C	4	0	0	25	50	25	0	0	0	22	0	0	0
<b>TOTAL MAHON</b>			<b>197</b>	<b>2</b>	<b>12</b>	<b>53</b>	<b>14</b>	<b>12</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>38</b>	<b>51</b>	<b>35</b>	<b>191</b>
MALAGA	AIR 2000	C	36	0	0	56	8	14	22	0	0	31	68	25	28
	AIR FOYLE PASSENGER AIRLINES	C	21	2	3	67	19	0	5	10	0	34	0	0	0
	AIR OPERATIONS EUROPE	C	18	0	1	39	22	17	17	6	0	41	0	197	1
	AIRTOURS INTERNATIONAL	C	3	0	0	33	0	33	33	0	0	43	55	45	20
	BRITANNIA AIRWAYS	C	24	0	0	46	33	17	4	0	0	19	12	37	17



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MALAGA	BRITISH AIRWAYS (EURO OPS) LG	S	140	0	0	74	19	4	4	0	0	13	78	12	142
	CALEDONIAN AIRWAYS	C	26	0	1	42	15	12	19	8	4	99	58	72	40
	GB AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	31	0	0	0
	LEISURE INTERNATIONAL	C	44	0	0	25	16	32	27	0	0	46	43	33	40
	MONARCH AIRLINES	C	50	0	1	40	14	14	26	4	2	49	59	24	56
	MY TRAVEL AIRWAYS UK	C	15	0	0	0	13	47	40	0	0	60	0	0	0
	STERLING EUROPEAN AIRLINES	C	5	0	1	20	40	40	0	0	0	31	0	0	0
	VIVA	S	62	0	0	89	8	3	0	0	0	2	92	3	62
<b>TOTAL MALAGA</b>			<b>446</b>	<b>2</b>	<b>7</b>	<b>57</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>63</b>	<b>36</b>	<b>453</b>
MURCIA SAN JAVIER	EXCALIBUR AIRWAYS	C	18	0	0	83	11	6	0	0	6	59	17	17	
	GB AIRWAYS LTD	C	2	0	0	0	0	50	50	0	54	25	114	8	
	GB AIRWAYS LTD	S	10	0	0	30	10	10	50	0	55	0	0	0	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>45</b>	<b>27</b>	
PALMA DE MALLORCA	AIR 2000	C	52	1	2	65	13	4	17	0	18	59	49	66	
	AIR FOYLE PASSENGER AIRLINES	C	6	1	0	83	0	0	17	0	26	0	38	2	
	AIRTOURS INTERNATIONAL	C	2	0	0	0	50	50	0	0	31	50	53	26	
	AIRWORLD AVIATION LTD	C	8	1	1	38	25	38	0	0	21	0	0	0	
	BRITANNIA AIRWAYS	C	127	0	1	65	14	9	7	3	1	25	41	45	114
	CALEDONIAN AIRWAYS	C	16	0	0	6	31	38	6	6	13	102	62	17	13
	CENTENNIAL AIRLINES	S	28	0	0	71	14	7	7	0	11	0	0	0	
	LEISURE INTERNATIONAL	C	12	0	0	8	25	17	42	8	0	89	15	63	13
	MONARCH AIRLINES	C	64	0	0	64	13	8	14	2	0	22	41	35	75
	MY TRAVEL AIRWAYS UK	C	33	0	0	70	9	0	21	0	0	17	0	0	0
	TRANSAER	C	6	0	0	67	17	17	0	0	0	18	0	0	0
	<b>TOTAL PALMA DE MALLORCA</b>			<b>356</b>	<b>3</b>	<b>5</b>	<b>60</b>	<b>15</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>27</b>	<b>46</b>	<b>44</b>	<b>351</b>
	REUS	AIR 2000	C	9	0	1	67	33	0	0	0	2	0	0	0
BRITANNIA AIRWAYS		C	18	0	0	39	39	17	6	0	20	0	78	9	
MONARCH AIRLINES		C	27	0	2	81	11	7	0	0	7	71	9	17	
<b>TOTAL REUS</b>			<b>54</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>48</b>	<b>26</b>	<b>40</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	62	0	0	94	6	0	0	0	-5	98	-10	62	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</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>-5</b>	<b>98</b>	<b>-10</b>	<b>62</b>	
VALENCIA	GB AIRWAYS LTD	S	20	0	0	60	25	15	0	0	17	0	0	0	
<b>TOTAL VALENCIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>1992</b>	<b>12</b>	<b>53</b>	<b>62</b>	<b>14</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>34</b>	<b>1950</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	16	0	0	31	19	44	6	0	27	92	5	24	
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	75	0	13	13	0	16	0	0	0	
	AIR OPERATIONS EUROPE	C	2	0	0	0	0	50	50	0	83	0	0	0	
	AIRTOURS INTERNATIONAL	C	2	0	0	100	0	0	0	0	5	75	22	16	
	BRITANNIA AIRWAYS	C	18	0	0	44	28	22	0	6	28	50	37	18	
	CALEDONIAN AIRWAYS	C	8	0	0	38	50	13	0	0	21	75	11	8	
	MONARCH AIRLINES	C	27	0	1	70	15	11	4	0	13	58	67	26	
	MY TRAVEL AIRWAYS UK	C	14	0	0	79	7	7	7	0	13	0	0	0	
	STERLING EUROPEAN AIRLINES	C	16	0	0	56	19	19	0	6	7	0	0	0	
<b>TOTAL ARRECIFE</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>18</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>18</b>	<b>68</b>	<b>31</b>	<b>106</b>	

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				Actual (7)	Plan (8)										
FUERTEVENTURA	AIR 2000	C	10	0	0	100	0	0	0	0	0	-9	75	2	8
	BRITANNIA AIRWAYS	C	18	0	0	44	17	11	28	0	0	38	40	38	10
	MONARCH AIRLINES	C	28	0	0	46	25	18	11	0	0	22	75	8	24
<b>TOTAL FUERTEVENTURA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>11</b>	<b>51</b>
LAS PALMAS	AIR 2000	C	28	0	0	25	21	39	14	0	0	36	55	22	29
	AIR FOYLE PASSENGER AIRLINES	C	6	1	0	0	0	33	33	0	33	463	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	61	22	11	6	0	0	16	57	23	35
	LEISURE INTERNATIONAL	C	10	0	0	70	30	0	0	0	0	5	90	7	10
	MONARCH AIRLINES	C	36	2	0	36	22	25	17	0	0	32	33	62	30
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	11	0	0	0
	STERLING EUROPEAN AIRLINES	C	11	1	0	27	18	18	0	36	0	101	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>118</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>20</b>	<b>23</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>55</b>	<b>53</b>	<b>39</b>	<b>129</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	38	0	0	71	11	5	5	8	0	35	75	18	36
	AIR FOYLE PASSENGER AIRLINES	C	18	0	0	61	22	11	6	0	0	13	0	0	0
	AIRTOURS INTERNATIONAL	C	3	0	0	67	0	0	33	0	0	23	28	114	18
	BRITANNIA AIRWAYS	C	35	1	0	66	11	14	3	6	0	28	46	40	37
	CALEDONIAN AIRWAYS	C	8	0	0	38	38	13	13	0	0	25	38	38	8
	LEISURE INTERNATIONAL	C	22	0	0	59	14	5	18	5	0	39	56	25	27
	MONARCH AIRLINES	C	53	0	1	55	15	19	8	4	0	29	41	35	64
	MY TRAVEL AIRWAYS UK	C	16	0	0	25	31	13	25	6	0	46	0	0	0
	OASIS INTERNATIONAL	C	4	0	0	75	25	0	0	0	0	11	0	0	0
	STERLING EUROPEAN AIRLINES	C	8	0	0	25	25	13	38	0	0	62	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>205</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>17</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>48</b>	<b>38</b>	<b>198</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>490</b>	<b>5</b>	<b>3</b>	<b>53</b>	<b>18</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>57</b>	<b>34</b>	<b>484</b>
ST LUCIA															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	27	0	0	70	15	15	0	0	0	14	67	13	27
	CALEDONIAN AIRWAYS	C	4	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>17</b>	<b>30</b>
<b>TOTAL ST LUCIA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>17</b>	<b>30</b>
SUDAN															
KHARTOUM	SUDAN AIRWAYS	S	17	0	0	6	18	41	35	0	0	49	0	0	0
<b>TOTAL KHARTOUM</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>18</b>	<b>41</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SUDAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>18</b>	<b>41</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
SWEDEN															
GOTEBORG	BRITANNIA AB	C	5	0	0	40	40	20	0	0	0	20	80	1	10
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	95	5	0	0	0	0	0	0	0	0
	LEISURE INTERNATIONAL	C	10	2	0	10	10	20	60	0	0	62	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL GOTEBORG</b>			<b>81</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>1</b>	<b>10</b>
LINKOPING	BRITANNIA AB	C	4	0	0	50	0	50	0	0	25	0	0	0	
<b>TOTAL LINKOPING</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MALMO	BRITANNIA AB	C	3	0	0	100	0	0	0	0	4	100	-1	10	

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				Actual (7)	Plan (8)										
<b>TOTAL MALMO</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>4</b>	<b>100</b>	<b>0</b>	<b>11</b>
<b>STOCKHOLM (ARLANDA)</b>	BRITANNIA AB	S	124	0	0	82	12	6	0	0	0	8	89	5	179
	BRITANNIA AB	C	31	0	1	68	10	13	10	0	0	17	80	22	20
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>199</b>
<b>TOTAL SWEDEN</b>			<b>244</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>220</b>
<b>SWITZERLAND</b>															
<b>GENEVA</b>	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	178	0	0	83	12	4	1	0	0	7	90	3	172
	FLIGHTLINE LTD	C	7	0	1	71	14	14	0	0	0	7	0	0	0
<b>TOTAL GENEVA</b>			<b>189</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>3</b>	<b>179</b>
<b>ZURICH</b>	AIR 2000	C	3	0	0	67	0	33	0	0	0	16	0	0	0
	FLIGHTLINE LTD	C	119	4	0	39	21	19	15	4	1	44	80	9	65
<b>TOTAL ZURICH</b>			<b>122</b>	<b>4</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>43</b>	<b>70</b>	<b>12</b>	<b>123</b>
<b>TOTAL SWITZERLAND</b>			<b>311</b>	<b>5</b>	<b>1</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>81</b>	<b>7</b>	<b>302</b>
<b>THAILAND</b>															
<b>BANGKOK</b>	AIR 2000	C	5	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BANGKOK</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>0</b>	<b>0</b>	<b>0</b>
<b>PHUKET</b>	AIR 2000	C	4	0	0	25	0	25	50	0	0	46	0	0	0
<b>TOTAL PHUKET</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL THAILAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TRINIDAD AND TOBAGO</b>															
<b>TOBAGO</b>	CALEDONIAN AIRWAYS	C	4	0	0	75	0	0	25	0	0	12	50	17	4
<b>TOTAL TOBAGO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>17</b>	<b>4</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>8</b>	<b>21</b>
<b>TUNISIA</b>															
<b>JERBA</b>	MONARCH AIRLINES	C	2	0	1	0	50	50	0	0	0	26	75	22	4
<b>TOTAL JERBA</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>22</b>	<b>4</b>
<b>MONASTIR</b>	AIR 2000	C	8	1	0	50	25	25	0	0	0	20	18	74	17
	AIRTOURS INTERNATIONAL	C	2	0	1	0	0	100	0	0	0	40	28	50	18
	BRITANNIA AIRWAYS	C	17	0	0	59	6	29	6	0	0	21	0	63	8
	MONARCH AIRLINES	C	8	0	0	25	25	13	13	25	0	97	30	34	10
	MY TRAVEL AIRWAYS UK	C	15	0	0	13	0	33	53	0	0	68	0	0	0
<b>TOTAL MONASTIR</b>			<b>50</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>48</b>	<b>28</b>	<b>50</b>	<b>61</b>
<b>SFAX</b>	MONARCH AIRLINES	C	5	1	0	20	20	60	0	0	0	28	25	39	4
<b>TOTAL SFAX</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>39</b>	<b>4</b>
<b>TOTAL TUNISIA</b>			<b>57</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>12</b>	<b>33</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>45</b>	<b>40</b>	<b>45</b>	<b>95</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	AIR 2000	C	9	0	1	67	11	11	11	0	0	24	89	5	9
	BRITANNIA AIRWAYS	C	9	0	0	56	33	11	0	0	0	13	22	48	9

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>ANTALYA</b>	EXCALIBUR AIRWAYS	C	2	0	0	0	100	0	0	0	0	22	0	0	0
	LEISURE INTERNATIONAL	C	6	1	0	33	50	17	0	0	0	15	0	0	0
	MONARCH AIRLINES	C	8	1	1	0	25	25	25	0	25	147	61	18	18
	MY TRAVEL AIRWAYS UK	C	7	0	0	14	43	14	29	0	0	45	0	0	0
	SUNWAYS	C	10	0	0	30	40	10	10	0	10	104	0	0	0
<b>TOTAL ANTALYA</b>			<b>53</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>34</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>59</b>	<b>22</b>	<b>37</b>
<b>DALAMAN</b>	AIR 2000	C	25	0	3	64	12	12	12	0	0	17	45	31	31
	AIR FOYLE PASSENGER AIRLINES	C	10	0	0	20	0	30	20	30	0	100	0	0	0
	BRITANNIA AIRWAYS	C	21	0	0	62	24	5	10	0	0	20	25	57	16
	CALEDONIAN AIRWAYS	C	40	0	0	45	13	18	20	0	5	69	30	57	10
	ISTANBUL HAVA YOLLARI	C	2	0	0	50	0	50	0	0	0	23	14	83	7
	LEISURE INTERNATIONAL	C	8	0	1	88	0	0	13	0	0	15	0	0	0
	MONARCH AIRLINES	C	36	1	3	33	19	11	19	17	0	74	43	33	21
	ONUR AIR	C	7	0	1	71	14	14	0	0	0	14	0	0	0
	SUNWAYS	C	10	0	0	0	0	20	80	0	0	66	0	0	0
<b>TOTAL DALAMAN</b>			<b>159</b>	<b>1</b>	<b>8</b>	<b>47</b>	<b>13</b>	<b>14</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>52</b>	<b>36</b>	<b>43</b>	<b>92</b>
<b>ISTANBUL</b>	ISTANBUL HAVA YOLLARI	C	15	1	1	20	40	20	20	0	0	34	0	101	8
	ONUR AIR	C	18	0	0	67	28	0	6	0	0	15	38	25	8
<b>TOTAL ISTANBUL</b>			<b>33</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>33</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>63</b>	<b>16</b>
<b>IZMIR (ADNAM MENDERES)</b>	AIR 2000	C	25	0	3	52	20	16	12	0	0	25	60	17	20
	AIR FOYLE PASSENGER AIRLINES	C	9	0	0	11	0	44	33	11	0	87	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	13	25	13	0	0	29	53	19	15
	CALEDONIAN AIRWAYS	C	6	0	2	50	17	17	17	0	0	36	0	0	0
	ISTANBUL HAVA YOLLARI	C	2	0	0	0	0	50	50	0	0	63	0	0	0
	MONARCH AIRLINES	C	28	0	1	29	21	29	14	7	0	49	37	26	27
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	25	63	0	0	64	0	0	0
	ONUR AIR	C	10	0	0	30	50	0	20	0	0	26	0	0	0
	SUNWAYS	C	8	3	0	25	0	25	50	0	0	53	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>105</b>	<b>3</b>	<b>7</b>	<b>32</b>	<b>18</b>	<b>23</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>45</b>	<b>49</b>	<b>21</b>	<b>63</b>
<b>TOTAL TURKEY</b>			<b>350</b>	<b>7</b>	<b>18</b>	<b>40</b>	<b>20</b>	<b>16</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>48</b>	<b>43</b>	<b>34</b>	<b>208</b>
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>	UKRAINE INTERNATIONAL AIRLINE	S	28	0	0	75	18	0	7	0	0	14	47	27	30
<b>TOTAL KIEV (BORISPOL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>27</b>	<b>30</b>
<b>TOTAL UKRAINE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>27</b>	<b>30</b>
<b>UNITED ARAB EMIRATES</b>															
<b>ABU DHABI INTERNATIONAL</b>	EMIRATES	S	13	0	0	77	23	0	0	0	0	3	0	0	0
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DUBAI</b>	EMIRATES	S	35	0	0	71	23	6	0	0	0	9	0	0	0
<b>TOTAL DUBAI</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BRITISH AIRWAYS (EURO OPS) LG	S	162	0	0	89	10	1	0	0	0	3	88	3	205

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	89	10	1	0	0	0	3	88	3	205
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	248	0	0	98	2	0	0	0	0	-3	91	4	227
TOTAL BELFAST CITY			248	0	0	98	2	0	0	0	0	-3	91	4	227
EDINBURGH	KLM UK LTD	S	259	0	4	90	5	3	2	0	0	4	93	3	262
TOTAL EDINBURGH			259	1	4	90	5	3	2	0	0	4	93	3	262
GLASGOW	KLM UK LTD	S	262	0	1	86	10	3	1	0	0	6	86	6	264
TOTAL GLASGOW			264	0	1	86	10	3	1	0	0	6	86	6	266
GUERNSEY	CITY FLYER EXPRESS	S	184	2	2	98	2	0	0	0	0	-2	84	8	195
	JERSEY EUROPEAN AIRWAYS	S	268	0	0	96	1	1	1	0	0	2	90	3	251
TOTAL GUERNSEY			453	2	3	96	2	1	1	0	0	1	88	5	446
JERSEY	CITY FLYER EXPRESS	S	261	1	9	83	10	6	1	0	0	7	80	7	270
	JERSEY EUROPEAN AIRWAYS	S	262	0	0	96	2	1	1	0	0	0	87	7	278
TOTAL JERSEY			523	1	9	90	6	3	1	0	0	4	83	7	554
LEEDS BRADFORD	CITY FLYER EXPRESS	S	102	0	0	90	7	2	1	0	0	6	95	0	100
TOTAL LEEDS BRADFORD			102	0	0	90	7	2	1	0	0	6	95	0	100
MANCHESTER	AIRWORLD AVIATION LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	7	1	0	71	14	14	0	0	0	15	42	23	12
	BRITISH AIRWAYS (EURO OPS) LG	S	309	0	4	92	5	3	1	0	0	3	86	6	220
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	-2	0	0	0
	MY TRAVEL AIRWAYS UK	C	11	0	0	45	18	0	27	9	0	74	38	35	13
	TRANSAER	C	2	0	0	50	0	50	0	0	0	18	0	0	0
TOTAL MANCHESTER			341	8	6	90	5	3	1	0	0	5	75	14	275
NEWCASTLE	CITY FLYER EXPRESS	S	247	0	1	82	13	4	1	0	0	5	76	8	147
TOTAL NEWCASTLE			248	4	1	82	13	4	1	0	0	5	67	11	239
TOTAL UNITED KINGDOM			2600	23	24	91	6	2	1	0	0	3	84	6	2579
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	84	6	8	2	0	0	6	82	6	61
	DELTA AIRLINES	S	124	1	0	75	15	5	4	1	0	13	73	12	124
TOTAL ATLANTA			186	1	0	78	12	6	3	1	0	11	76	10	185
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	95	2	2	0	2	0	1	75	4	61
TOTAL BALTIMORE			62	0	0	95	2	2	0	2	0	1	75	4	61
BOSTON	NORTHWEST AIRLINES	S	61	0	1	72	16	2	8	2	0	16	81	11	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	92	5	2	2	0	0	-2	74	9	62
TOTAL BOSTON			123	0	1	82	11	2	5	1	0	7	77	10	124
CHARLOTTE	BRITISH AIRWAYS PLC	S	62	0	0	84	11	5	0	0	0	5	81	2	62
TOTAL CHARLOTTE			62	0	0	84	11	5	0	0	0	5	81	2	62
CINCINNATI	DELTA AIRLINES	S	61	0	1	82	10	7	0	2	0	10	66	16	62
TOTAL CINCINNATI			61	0	1	82	10	7	0	2	0	10	66	16	62
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	108	0	2	60	25	10	4	1	0	18	57	23	104
	BRITISH AIRWAYS PLC	S	61	0	1	92	5	2	2	0	0	2	89	1	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL DALLAS/FORT WORTH			169	0	3	72	18	7	3	1	0	12	69	15	166
DETROIT	NORTHWEST AIRLINES	S	62	0	0	81	6	10	3	0	0	9	0	0	0
TOTAL DETROIT			62	0	0	81	6	10	3	0	0	9	61	19	44
FORT LAUDERDALE	BRITANNIA AIRWAYS	C	2	1	0	100	0	0	0	0	0	-1	75	16	4
TOTAL FORT LAUDERDALE			2	1	0	100	0	0	0	0	0	-1	75	16	4
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	73	16	6	0	3	2	21	68	14	62
	CONTINENTAL AIRLINES	S	60	0	2	72	15	8	5	0	0	14	77	6	62
TOTAL HOUSTON			122	0	2	72	16	7	2	2	1	18	73	10	124
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	81	6	3	8	2	0	8	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	42	0	0	55	24	14	7	0	0	21	46	22	35
TOTAL MIAMI INTERNATIONAL			104	0	0	70	13	8	8	1	0	13	58	17	53
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	76	11	6	2	5	0	19	67	32	61
TOTAL MINNEAPOLIS-ST PAUL			62	0	0	76	11	6	2	5	0	19	67	32	61
NASHVILLE METROPOLITAN	AMERICAN AIRLINES	S	62	0	0	84	11	3	0	2	0	5	100	-2	10
TOTAL NASHVILLE METROPOLITAN			62	0	0	84	11	3	0	2	0	5	100	-2	10
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	58	0	4	86	9	5	0	0	0	-1	74	10	62
TOTAL NEW YORK (JF KENNEDY)			58	0	4	86	9	5	0	0	0	-1	74	10	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	1	2	70	15	5	8	2	0	21	56	21	62
TOTAL NEW YORK (NEWARK)			60	1	2	70	15	5	8	2	0	21	56	21	62
ORLANDO	BRITANNIA AIRWAYS	C	24	0	0	75	8	17	0	0	0	11	54	25	28
	BRITISH AIRWAYS PLC	S	35	0	0	77	11	11	0	0	0	5	66	55	35
	CALEDONIAN AIRWAYS	C	16	0	0	50	31	6	6	6	0	34	0	0	0
	LEISURE INTL AIRWAYS LTD	C	11	1	0	45	45	9	0	0	0	17	26	78	34
	MY TRAVEL AIRWAYS UK	C	24	4	0	58	21	17	4	0	0	19	33	32	24
	RICH INTERNATIONAL AIRWAYS	C	4	0	0	100	0	0	0	0	0	-43	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	76	15	6	3	0	0	7	77	12	62
TOTAL ORLANDO			176	5	0	70	17	10	2	1	0	11	56	37	185
PITTSBURGH	BRITISH AIRWAYS PLC	S	62	0	0	76	16	3	5	0	0	10	80	9	61
TOTAL PITTSBURGH			62	0	0	76	16	3	5	0	0	10	80	9	61
RALEIGH	AMERICAN AIRLINES	S	62	0	0	69	21	8	2	0	0	10	70	6	10
TOTAL RALEIGH			62	0	0	69	21	8	2	0	0	10	70	6	10
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	62	1	0	48	10	18	23	2	0	36	76	8	62
TOTAL ST LOUIS (LAMBERT)			62	1	0	48	10	18	23	2	0	36	76	8	62
TAMPA	BRITISH AIRWAYS PLC	S	8	0	0	13	25	25	38	0	0	47	0	0	0
TOTAL TAMPA			8	0	0	13	25	25	38	0	0	47	0	0	0
TOTAL USA			1565	9	13	75	13	7	4	1	0	12	70	15	1440
VENEZUELA															
PORLAMAR	LEISURE INTL AIRWAYS LTD	C	3	0	1	33	0	0	33	33	0	125	0	0	0
TOTAL PORLAMAR			3	0	1	33	0	0	33	33	0	125	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 VENEZUELA			3	0	1	33	0	0	33	33	0	125	0	0	0
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	36	1	0	81	17	3	0	0	0	4	92	3	36
TOTAL HARARE			36	1	0	81	17	3	0	0	0	4	92	3	36
TOTAL ZIMBABWE			36	1	0	81	17	3	0	0	0	4	92	3	36
TOTAL GATWICK			16476	123	250	71	13	8	7	1	0	18	70	19	15445

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	LEISURE INTERNATIONAL	C	4	2	0	50	25	25	0	0	0	9	11	58	9
<b>TOTAL SALZBURG</b>			<b>4</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>58</b>	<b>9</b>
VIENNA	AUSTRIAN AIR TRANSPORT	C	10	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL VIENNA</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>14</b>	<b>4</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>58</b>	<b>9</b>
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	114	2	0	50	21	22	6	1	0	24	97	-3	106
<b>TOTAL BRUSSELS</b>			<b>114</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>22</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>97</b>	<b>-3</b>	<b>106</b>
<b>TOTAL BELGIUM</b>			<b>114</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>22</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>97</b>	<b>-3</b>	<b>106</b>
<b>BULGARIA</b>															
VARNA	AIR VIA BULGARIAN AIRWAYS	C	2	1	0	100	0	0	0	0	0	-24	0	0	0
<b>TOTAL VARNA</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-24</b>	<b>43</b>	<b>21</b>	<b>7</b>
<b>TOTAL BULGARIA</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-24</b>	<b>33</b>	<b>28</b>	<b>15</b>
<b>CANADA</b>															
CALGARY	CANADA 3000 AIRLINES	C	2	0	0	50	50	0	0	0	0	20	0	0	0
<b>TOTAL CALGARY</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>	<b>0</b>
TORONTO	AIR CANADA	S	46	0	0	54	30	9	4	2	0	22	72	13	36
	AIR CLUB INTERNATIONAL	C	8	0	0	13	0	25	38	25	0	91	0	0	0
	AIR TRANSAT	C	12	2	0	50	25	17	8	0	0	23	57	14	23
	CANADA 3000 AIRLINES	C	8	0	0	88	13	0	0	0	0	2	50	64	8
	ROYAL AIRLINES	C	6	0	0	17	0	50	33	0	0	42	75	10	8
<b>TOTAL TORONTO</b>			<b>80</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>65</b>	<b>18</b>	<b>75</b>
VANCOUVER	AIR CLUB INTERNATIONAL	C	8	0	0	0	13	38	50	0	0	71	0	0	0
	AIR TRANSAT	C	8	0	0	88	0	13	0	0	0	-10	0	0	0
	CANADA 3000 AIRLINES	C	2	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL VANCOUVER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>14</b>	<b>43</b>	<b>7</b>
<b>TOTAL CANADA</b>			<b>100</b>	<b>3</b>	<b>0</b>	<b>49</b>	<b>21</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>18</b>	<b>92</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	7	0	0	57	43	0	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	2	0	0	0
	CALEDONIAN AIRWAYS	C	6	2	0	0	0	17	83	0	0	78	40	21	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	0	20	30	0	86	0	0	0
<b>TOTAL LARNACA</b>			<b>33</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>18</b>	<b>3</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>43</b>	<b>46</b>	<b>18</b>	<b>26</b>
PAPHOS	AIR 2000	C	10	0	0	20	10	30	40	0	0	45	25	54	8
	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	25	0	0	36	80	6	10
	CALEDONIAN AIRWAYS	C	10	0	0	30	10	20	40	0	0	52	0	0	0
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>8</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>56</b>	<b>27</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>57</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>14</b>	<b>12</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>45</b>	<b>50</b>	<b>22</b>	<b>44</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	108	0	0	90	9	1	0	0	0	3	97	-3	106
TOTAL COPENHAGEN			<b>108</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>-3</b>	<b>106</b>
TOTAL DENMARK			<b>108</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>-3</b>	<b>106</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BMI BRITISH MIDLAND	S	102	0	0	86	10	2	2	0	0	7	97	0	88
	BRITISH AIRWAYS PLC	S	97	0	0	89	8	2	1	0	0	6	98	-6	93
TOTAL PARIS (CHARLES DE GAULLE)			<b>199</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>98</b>	<b>-2</b>	<b>243</b>
TARBES-LOURDES INTERNATIONAL	AIR 2000	C	2	0	0	50	0	0	50	0	0	35	0	41	1
TOTAL TARBES-LOURDES INTERNATIONAL			<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>35</b>	<b>0</b>	<b>41</b>	<b>1</b>
TOTAL FRANCE			<b>201</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>-2</b>	<b>244</b>
<b>GERMANY</b>															
FRANKFURT MAIN	LUFTHANSA	S	16	0	0	81	19	0	0	0	0	5	89	1	62
TOTAL FRANKFURT MAIN			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>1</b>	<b>142</b>
HANOVER	BRITISH AIRWAYS PLC	S	62	0	0	92	5	2	2	0	0	3	94	7	62
TOTAL HANOVER			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>7</b>	<b>62</b>
TOTAL GERMANY			<b>78</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>4</b>	<b>93</b>	<b>2</b>	<b>319</b>
<b>GREECE</b>															
CORFU	AIR 2000	C	16	0	1	63	13	0	19	6	0	35	31	22	16
	BRITANNIA AIRWAYS	C	9	0	0	44	44	11	0	0	0	19	100	-7	8
	CALEDONIAN AIRWAYS	C	10	0	0	40	30	10	20	0	0	24	56	14	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	0	0	0	71	29	0	137	0	0	0
TOTAL CORFU			<b>42</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>21</b>	<b>5</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>46</b>	<b>45</b>	<b>27</b>	<b>42</b>
HERAKLION	AIR 2000	C	9	0	0	33	0	44	22	0	0	39	33	34	9
	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	-3	67	19	3
	CALEDONIAN AIRWAYS	C	8	0	0	38	0	63	0	0	0	29	44	28	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	40	30	0	0	0	24	0	0	0
TOTAL HERAKLION			<b>30</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>13</b>	<b>40</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>44</b>	<b>27</b>	<b>32</b>
KOS	AIR 2000	C	8	0	0	88	13	0	0	0	0	-2	0	0	0
	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	5	33	100	3
TOTAL KOS			<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>0</b>	<b>41</b>	<b>34</b>	<b>17</b>
RHODES	AIR 2000	C	8	0	0	75	25	0	0	0	0	8	57	17	7
	BRITANNIA AIRWAYS	C	9	0	0	44	33	11	11	0	0	23	89	0	9
	MY TRAVEL AIRWAYS UK	C	7	0	1	0	0	0	43	57	0	184	0	0	0
TOTAL RHODES			<b>24</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>21</b>	<b>4</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>65</b>	<b>48</b>	<b>27</b>	<b>33</b>
SALONIKA	BRITANNIA AIRWAYS	C	3	0	0	67	0	33	0	0	0	21	44	24	9
TOTAL SALONIKA			<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>44</b>	<b>24</b>	<b>9</b>
ZAKINTHOS	AIR 2000	C	9	0	0	89	11	0	0	0	0	4	44	114	9
	CALEDONIAN AIRWAYS	C	7	0	0	14	0	0	86	0	0	111	0	0	0
TOTAL ZAKINTHOS			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>44</b>	<b>81</b>	<b>16</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GREECE			126	0	2	48	16	13	17	6	0	41	46	33	153
ICELAND															
KEFLAVIK	ICELANDAIR	S	18	0	0	83	0	11	6	0	0	10	100	-3	18
TOTAL KEFLAVIK			18	0	0	83	0	11	6	0	0	10	100	-3	18
REYKJAVIK	ICELANDAIR	S	3	1	0	33	0	67	0	0	0	17	100	-8	2
TOTAL REYKJAVIK			3	1	0	33	0	67	0	0	0	17	100	-8	2
TOTAL ICELAND			21	1	0	76	0	19	5	0	0	11	100	-3	20
IRISH REPUBLIC															
DONEGAL	LOGANAIR	S	28	0	0	100	0	0	0	0	0	-1	85	8	26
TOTAL DONEGAL			28	0	0	100	0	0	0	0	0	-1	85	8	26
DUBLIN	AER LINGUS	S	250	0	0	97	2	0	0	0	0	-1	96	-1	270
TOTAL DUBLIN			250	2	0	97	2	0	0	0	0	-1	95	-1	324
TOTAL IRISH REPUBLIC			278	2	0	97	2	0	0	0	0	-1	94	0	350
ITALY															
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	13	38	25	25	0	0	45	0	51	8
TOTAL NAPLES			8	0	0	13	38	25	25	0	0	45	0	51	8
PISA	BMI BRITISH MIDLAND	C	4	0	0	25	25	50	0	0	0	26	50	33	4
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL PISA			6	0	0	33	33	33	0	0	0	21	50	33	4
VERONA	MONARCH AIRLINES	C	15	0	0	27	20	27	27	0	0	49	0	0	0
TOTAL VERONA			15	0	0	27	20	27	27	0	0	49	100	6	4
TOTAL ITALY			29	0	0	24	28	28	21	0	0	42	38	32	24
MALTA															
MALTA	AIR 2000	C	7	0	0	100	0	0	0	0	0	-9	88	1	8
	AIR MALTA	C	18	0	0	78	11	11	0	0	0	8	76	7	25
	AIR MALTA	S	8	0	0	50	13	38	0	0	0	22	80	11	5
TOTAL MALTA			33	0	0	76	9	15	0	0	0	8	79	6	38
TOTAL MALTA			33	0	0	76	9	15	0	0	0	8	79	6	38
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	169	0	0	73	20	3	4	0	0	10	92	1	159
TOTAL AMSTERDAM			169	0	0	73	20	3	4	0	0	10	92	1	165
TOTAL NETHERLANDS			169	0	0	73	20	3	4	0	0	10	92	1	165
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	16	0	0	38	0	38	25	0	0	44	7	90	14
	AIR ATLANTA ICELANDIC	C	4	0	0	0	75	25	0	0	0	31	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	11	0	92	7
	CALEDONIAN AIRWAYS	C	8	0	0	13	25	38	25	0	0	39	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	38	25	0	0	40	0	0	0

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL FARO</b>			<b>44</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>32</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>32</b>	<b>61</b>	<b>47</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>44</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>32</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>32</b>	<b>61</b>	<b>47</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	AIR 2000	C	10	0	0	90	10	0	0	0	0	0	80	88	10
<b>TOTAL FUNCHAL</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>0</b>	<b>80</b>	<b>88</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>0</b>	<b>80</b>	<b>88</b>	<b>10</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	8	0	0	0	38	63	0	0	0	40	14	65	7
	BRITANNIA AIRWAYS	C	16	0	0	6	6	25	63	0	0	67	0	92	15
	MONARCH AIRLINES	C	8	0	0	38	38	13	13	0	0	27	0	39	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	0	75	25	0	141	0	0	0
<b>TOTAL ALICANTE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>18</b>	<b>25</b>	<b>43</b>	<b>5</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>79</b>	<b>45</b>
<b>GERONA</b>	AIR 2000	C	8	0	0	38	38	25	0	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	0	33	26	9
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	100	0	0	0	42	67	-7	9
	MY TRAVEL AIRWAYS UK	C	7	0	1	14	0	29	57	0	0	73	0	0	0
<b>TOTAL GERONA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>12</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>52</b>	<b>12</b>	<b>25</b>
<b>IBIZA</b>	AIR 2000	C	15	0	0	27	7	33	33	0	0	51	0	99	15
	BRITANNIA AIRWAYS	C	32	0	0	47	13	31	9	0	0	27	28	54	25
	CALEDONIAN AIRWAYS	C	8	0	0	13	50	38	0	0	0	31	0	141	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	13	63	0	0	58	0	0	0
<b>TOTAL IBIZA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>14</b>	<b>30</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>19</b>	<b>84</b>	<b>57</b>
<b>MAHON</b>	AIR 2000	C	7	0	0	43	14	0	43	0	0	63	29	23	7
	AIRWORLD AVIATION LTD	C	8	0	0	38	25	13	25	0	0	32	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	29	43	14	14	0	0	37	25	38	8
	CALEDONIAN AIRWAYS	C	7	0	0	43	0	14	43	0	0	52	0	0	0
	SPANAIR	C	7	0	0	71	14	0	14	0	0	20	0	62	7
<b>TOTAL MAHON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>8</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>28</b>	<b>35</b>	<b>29</b>
<b>MALAGA</b>	AIR 2000	C	24	0	0	29	29	13	29	0	0	52	31	30	16
	AIR EUROPA	C	5	2	0	0	60	20	20	0	0	39	0	0	0
	BMI BRITISH MIDLAND	C	6	0	0	50	17	33	0	0	0	15	90	1	10
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	70	17	10
	SPANAIR	C	8	0	0	50	0	25	25	0	0	29	30	91	10
	VIVA	C	8	0	0	75	25	0	0	0	0	-3	0	0	0
<b>TOTAL MALAGA</b>			<b>59</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>44</b>	<b>47</b>	<b>54</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	34	0	0	47	9	29	15	0	0	27	23	57	22
	AIRWORLD AVIATION LTD	C	8	0	0	25	25	13	38	0	0	36	0	0	0
	BMI BRITISH MIDLAND	C	19	0	0	79	5	11	5	0	0	6	56	22	16
	BRITANNIA AIRWAYS	C	49	0	0	51	18	20	10	0	0	23	20	67	50
	CALEDONIAN AIRWAYS	C	8	0	0	38	13	0	50	0	0	59	13	60	8
	MY TRAVEL AIRWAYS UK	C	25	0	0	16	8	40	36	0	0	54	0	0	0
	OASIS INTERNATIONAL	C	7	1	0	29	29	14	29	0	0	42	0	65	4
	SPANAIR	C	32	0	0	53	9	25	13	0	0	23	21	87	39

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				Actual (7)	Plan (8)										
<b>TOTAL PALMA DE MALLORCA</b>			<b>183</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>13</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>23</b>	<b>78</b>	163
REUS	AIR 2000	C	8	0	0	100	0	0	0	0	0	-12	33	65	9
	BRITANNIA AIRWAYS	C	8	0	0	25	25	50	0	0	0	30	0	0	0
	SPANAIR	C	9	0	0	100	0	0	0	0	0	5	67	76	9
<b>TOTAL REUS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>45</b>	27
<b>TOTAL SPAIN</b>			<b>432</b>	<b>5</b>	<b>1</b>	<b>43</b>	<b>15</b>	<b>21</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>29</b>	<b>65</b>	400
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	100	0	0	0	0	0	-8	63	79	8
	BRITANNIA AIRWAYS	C	9	0	0	11	22	67	0	0	0	36	67	14	9
	CALEDONIAN AIRWAYS	C	8	0	0	63	38	0	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	75	0	0	83	0	0	0
<b>TOTAL ARRECIFE</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>15</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>72</b>	<b>26</b>	29
FUERTEVENTURA	AIR 2000	C	10	0	0	70	30	0	0	0	0	0	43	46	7
	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	19	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>43</b>	<b>46</b>	7
LAS PALMAS	AIR 2000	C	8	0	0	100	0	0	0	0	0	-10	90	-5	10
	AIR EUROPA	C	8	0	0	50	0	25	0	25	0	94	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	60	30	0	10	0	0	24	80	11	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	10	10	0	0	20	0	0	0
	OASIS INTERNATIONAL	C	8	0	0	13	13	50	25	0	0	47	0	82	8
	SPANAIR	C	8	0	0	38	38	13	13	0	0	22	0	174	8
<b>TOTAL LAS PALMAS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>40</b>	<b>60</b>	45
TENERIFE (SURREINA SOFIA)	AIR 2000	C	26	0	0	92	0	4	4	0	0	-4	42	68	24
	BRITANNIA AIRWAYS	C	18	0	0	72	17	11	0	0	0	12	33	56	18
	MY TRAVEL AIRWAYS UK	C	18	0	0	0	22	33	33	11	0	77	0	0	0
	OASIS INTERNATIONAL	C	16	0	0	38	19	31	13	0	0	28	50	58	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>54</b>	<b>37</b>	96
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>16</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>42</b>	177
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	8	0	0	13	25	38	25	0	0	52	30	46	10
	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	6	88	6	8
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>28</b>	18
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>28</b>	18
<b>TURKEY</b>															
DALAMAN	AIR 2000	C	8	1	1	38	38	25	0	0	0	20	67	11	9
	BRITANNIA AIRWAYS	C	8	0	0	13	25	38	25	0	0	45	13	46	8
	CALEDONIAN AIRWAYS	C	15	0	0	73	13	13	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	22	11	33	0	0	41	0	0	0
	PEGASUS AIRLINES	C	6	0	0	50	50	0	0	0	0	13	0	0	0
	SUNWAYS	C	8	0	0	63	0	13	25	0	0	40	0	0	0
<b>TOTAL DALAMAN</b>			<b>54</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>22</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>46</b>	<b>23</b>	24
IZMIR (ADNAM MENDERES)	AIR 2000	C	9	0	0	33	22	22	22	0	0	34	44	19	9

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
IZMIR (ADNAM MENDERES)	CALEDONIAN AIRWAYS	C	7	0	0	0	71	29	0	0	0	28	0	0	0
	SUNWAYS	C	7	0	0	57	43	0	0	0	0	16	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>43</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>44</b>	<b>19</b>	<b>9</b>
<b>TOTAL TURKEY</b>			<b>77</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>29</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>45</b>	<b>22</b>	<b>33</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	LOGANAIR	S	134	0	0	94	4	1	1	0	0	2	0	0	0
<b>TOTAL ABERDEEN</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>5</b>	<b>49</b>
BARRA	LOGANAIR	S	52	2	2	83	8	8	2	0	0	4	82	11	49
<b>TOTAL BARRA</b>			<b>52</b>	<b>2</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>11</b>	<b>49</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	162	0	0	88	6	4	2	1	0	5	96	1	158
<b>TOTAL BELFAST CITY</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>1</b>	<b>158</b>
BELFAST INTERNATIONAL	LOGANAIR	S	228	0	4	95	5	0	0	0	0	1	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>228</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>4</b>	<b>166</b>
BENBECULA	BRITISH AIRWAYS PLC	S	54	0	0	76	15	7	2	0	0	8	83	6	52
<b>TOTAL BENBECULA</b>			<b>54</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>8</b>	<b>83</b>	<b>6</b>	<b>52</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	349	3	0	91	4	3	1	0	0	4	93	-1	105
<b>TOTAL BIRMINGHAM</b>			<b>349</b>	<b>6</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>0</b>	<b>109</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	206	2	0	91	7	1	1	0	0	3	98	-2	184
<b>TOTAL BRISTOL</b>			<b>206</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>-2</b>	<b>184</b>
CAMPBELTOWN	LOGANAIR	S	84	4	1	89	7	4	0	0	0	2	87	1	83
<b>TOTAL CAMPBELTOWN</b>			<b>84</b>	<b>4</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>1</b>	<b>83</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	133	0	0	90	2	2	5	2	0	9	87	8	129
<b>TOTAL CARDIFF WALES</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>8</b>	<b>129</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	61	1	0	93	2	5	0	0	0	2	97	5	62
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>5</b>	<b>62</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	46	0	0	87	13	0	0	0	0	4	100	-3	46
<b>TOTAL EAST MIDLANDS</b>			<b>46</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>-3</b>	<b>46</b>
GATWICK	AIR TRANSAT	C	7	1	1	100	0	0	0	0	0	-2	0	0	0
	KLM UK LTD	S	284	0	0	89	7	3	1	0	0	4	91	4	282
<b>TOTAL GATWICK</b>			<b>291</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>5</b>	<b>291</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	8	0	0	100	0	0	0	0	0	-9	38	39	8
<b>TOTAL GUERNSEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>38</b>	<b>39</b>	<b>8</b>
HEATHROW	BMI BRITISH MIDLAND	S	475	1	0	93	6	1	0	0	0	3	91	6	517
	BRITISH AIRWAYS PLC	S	660	8	0	90	7	3	1	0	0	4	92	3	693
<b>TOTAL HEATHROW</b>			<b>1135</b>	<b>9</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>1210</b>
INVERNESS	BRITISH AIRWAYS PLC	S	5	0	0	80	0	20	0	0	0	10	0	0	0
<b>TOTAL INVERNESS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>11</b>	<b>1</b>
ISLAY	LOGANAIR	S	96	1	4	86	8	5	0	0	0	5	83	7	47

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 ISLAY			96	1	4	86	8	5	0	0	0	5	83	7	47
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	64	0	0	91	6	3	0	0	0	4	89	5	62
TOTAL ISLE OF MAN			64	0	0	91	6	3	0	0	0	4	89	5	62
JERSEY	BA CITIEXPRESS (IOM) LTD	C	8	0	0	75	25	0	0	0	0	7	0	0	0
	BMI BRITISH MIDLAND	S	38	1	0	84	11	3	3	0	0	7	84	4	37
	BRITISH AIRWAYS PLC	C	2	1	0	100	0	0	0	0	0	1	88	10	8
TOTAL JERSEY			48	2	0	83	13	2	2	0	0	7	79	8	56
KIRKWALL	LOGANAIR	S	50	0	0	96	4	0	0	0	0	-1	0	0	0
TOTAL KIRKWALL			50	0	0	96	4	0	0	0	0	-1	92	5	84
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	145	0	0	92	5	3	0	0	0	3	0	0	0
TOTAL LEEDS BRADFORD			145	0	0	92	5	3	0	0	0	3	95	2	131
MANCHESTER	AIR CANADA	S	38	0	0	82	8	5	5	0	0	9	83	6	36
	BMI REGIONAL	S	144	0	0	73	18	7	2	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	S	219	0	0	93	5	2	0	0	0	2	87	6	173
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	0	63	0	0	73	0	0	0
TOTAL MANCHESTER			410	0	0	84	10	4	2	0	0	7	86	6	212
NEWCASTLE	MY TRAVEL AIRWAYS UK	C	7	0	1	29	14	0	43	14	0	74	0	0	0
TOTAL NEWCASTLE			7	0	1	29	14	0	43	14	0	74	50	16	10
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	142	0	0	92	2	4	2	0	0	2	90	2	136
TOTAL SOUTHAMPTON			142	0	0	92	2	4	2	0	0	2	90	2	136
STANSTED	KLM UK LTD	S	158	0	0	90	8	2	1	0	0	3	94	1	155
TOTAL STANSTED			158	0	0	90	8	2	1	0	0	3	94	1	155
STORNOWAY	BRITISH AIRWAYS PLC	S	112	0	0	83	10	6	1	0	0	8	91	4	148
TOTAL STORNOWAY			112	0	0	83	10	6	1	0	0	8	91	4	148
SUMBURGH	BMI REGIONAL	S	42	0	0	98	2	0	0	0	0	2	0	0	0
	LOGANAIR	S	54	0	0	70	19	11	0	0	0	10	90	5	52
TOTAL SUMBURGH			96	0	0	82	11	6	0	0	0	7	90	5	52
TIREE	LOGANAIR	S	44	0	0	80	2	9	9	0	0	11	0	0	0
TOTAL TIREE			44	0	0	80	2	9	9	0	0	11	0	0	0
TOTAL UNITED KINGDOM			4320	30	13	89	7	3	1	0	0	4	91	4	3690
USA															
BOSTON	BRITISH AIRWAYS PLC	S	43	0	0	81	16	0	2	0	0	3	0	0	0
TOTAL BOSTON			43	0	0	81	16	0	2	0	0	3	76	15	62
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	61	3	0	77	15	5	2	2	0	12	77	11	61
TOTAL CHICAGO (O'HARE)			61	3	0	77	15	5	2	2	0	12	77	11	61
ORLANDO	BRITANNIA AIRWAYS	C	7	1	0	43	29	29	0	0	0	19	50	18	16
	LEISURE INTL AIRWAYS LTD	C	8	0	0	25	0	13	50	13	0	85	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	6	13	19	50	13	0	94	0	0	0
TOTAL ORLANDO			31	1	0	19	13	19	39	10	0	75	69	8	49

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL USA			135	4	0	65	15	7	10	3	0	24	76	11	264
TOTAL GLASGOW			6545	63	17	81	9	6	4	0	0	10	83	10	6328

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	26	0	0	38	23	23	15	0	0	27	57	13	28
<b>TOTAL ALGIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>13</b>	<b>28</b>
<b>TOTAL ALGERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>13</b>	<b>28</b>
<b>ARGENTINA</b>															
BUENOS AIRES	AEROLINEAS ARGENTINAS	S	18	0	8	67	11	11	6	0	6	37	60	16	10
	BRITISH AIRWAYS PLC	S	28	0	0	89	7	0	4	0	0	1	88	3	26
<b>TOTAL BUENOS AIRES</b>			<b>46</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>81</b>	<b>7</b>	<b>36</b>
<b>TOTAL ARGENTINA</b>			<b>46</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>81</b>	<b>7</b>	<b>36</b>
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	44	0	0	70	9	11	7	0	2	43	59	17	29
<b>TOTAL BRISBANE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>59</b>	<b>17</b>	<b>29</b>
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	60	27	8	5	0	0	16	57	26	44
	QANTAS	S	62	0	0	69	26	5	0	0	0	10	45	29	62
<b>TOTAL MELBOURNE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>28</b>	<b>106</b>
SYDNEY	BRITISH AIRWAYS PLC	S	18	0	0	72	17	11	0	0	0	6	36	124	11
	QANTAS	S	62	0	0	82	10	6	2	0	0	4	77	16	62
<b>TOTAL SYDNEY</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>32</b>	<b>73</b>
<b>TOTAL AUSTRALIA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>28</b>	<b>225</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	207	0	0	90	5	2	2	0	0	2	89	3	190
	BRITISH AIRWAYS PLC	S	186	0	0	87	10	1	2	0	0	3	80	12	184
<b>TOTAL VIENNA</b>			<b>394</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>374</b>
<b>TOTAL AUSTRIA</b>			<b>394</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>374</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	61	2	2	67	15	16	2	0	0	13	61	13	31
<b>TOTAL BAHRAIN</b>			<b>61</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>15</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>13</b>	<b>31</b>
<b>TOTAL BAHRAIN</b>			<b>61</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>15</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>13</b>	<b>31</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	33	1	1	30	6	6	27	9	21	163	24	129	38
	BRITISH AIRWAYS PLC	S	36	0	0	75	11	3	11	0	0	18	68	24	34
<b>TOTAL DACCA</b>			<b>69</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>9</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>10</b>	<b>87</b>	<b>44</b>	<b>79</b>	<b>72</b>
<b>TOTAL BANGLADESH</b>			<b>69</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>9</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>10</b>	<b>87</b>	<b>44</b>	<b>79</b>	<b>72</b>
<b>BELGIUM</b>															
ANTWERP	SABENA	S	94	0	2	89	6	2	2	0	0	4	91	6	92
<b>TOTAL ANTWERP</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>6</b>	<b>92</b>
BRUSSELS	BMI BRITISH MIDLAND	S	398	0	12	89	6	3	3	0	0	5	93	0	403
	BRITISH AIRWAYS PLC	S	400	1	2	88	5	2	5	1	0	8	88	6	394



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>BRUSSELS</b>	SABENA	S	471	0	33	88	6	2	3	0	0	5	95	-1	490
	UNITED AIRLINES	S	56	0	6	95	4	2	0	0	0	1	73	16	55
<b>TOTAL BRUSSELS</b>			<b>1325</b>	<b>1</b>	<b>53</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>2</b>	1342
<b>TOTAL BELGIUM</b>			<b>1419</b>	<b>1</b>	<b>55</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>2</b>	1434
<b>BOTSWANA</b>															
GABORONE	BRITISH AIRWAYS PLC	S	18	0	0	89	6	0	6	0	0	10	85	5	26
<b>TOTAL GABORONE</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>10</b>	<b>85</b>	<b>5</b>	26
<b>TOTAL BOTSWANA</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>10</b>	<b>85</b>	<b>5</b>	26
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	VARIG	S	17	0	0	59	24	6	6	6	0	30	76	11	17
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>76</b>	<b>11</b>	17
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	0	71	0	7
	VARIG	S	9	0	0	33	33	11	22	0	0	41	70	7	10
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>4</b>	17
<b>TOTAL BRAZIL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>7</b>	34
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	34	0	0	74	12	12	3	0	0	10	50	13	16
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>13</b>	16
<b>TOTAL BRUNEI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>13</b>	16
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	44	0	0	68	16	16	0	0	0	11	59	15	44
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>15</b>	44
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>15</b>	44
<b>CANADA</b>															
CALGARY	AIR CANADA	S	26	0	0	88	4	8	0	0	0	2	81	11	27
<b>TOTAL CALGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	27
EDMONTON	AIR CANADA	S	36	0	0	89	8	3	0	0	0	5	69	13	35
<b>TOTAL EDMONTON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>13</b>	35
HALIFAX INT	AIR CANADA	S	54	0	0	67	19	7	6	2	0	20	65	17	37
<b>TOTAL HALIFAX INT</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>17</b>	37
OTTAWA INTERNATIONAL	AIR CANADA	S	61	1	1	64	31	3	2	0	0	13	44	18	62
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>31</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>18</b>	62
TORONTO	AIR CANADA	S	135	0	0	51	27	18	3	1	0	20	57	13	95
	AIR INDIA	S	27	0	0	26	19	15	30	4	7	146	28	80	18
	BRITISH AIRWAYS PLC	S	79	0	0	73	18	3	4	1	1	29	63	17	78
	CANADIAN AIRLINES INT/L	S	62	0	0	66	18	8	6	2	0	14	0	0	0
<b>TOTAL TORONTO</b>			<b>303</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>57</b>	<b>21</b>	191
<b>VANCOUVER</b>	AIR CANADA	S	62	0	0	55	23	18	3	2	0	21	55	19	62

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				Actual (7)	Plan (8)										
VANCOUVER	BRITISH AIRWAYS PLC	S	62	0	0	74	10	13	3	0	0	9	74	7	62
	CANADIAN AIRLINES INT/L	S	62	0	0	71	19	10	0	0	0	10	0	0	0
<b>TOTAL VANCOUVER</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>13</b>	<b>124</b>
<b>TOTAL CANADA</b>			<b>666</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>17</b>	<b>476</b>
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	18	0	0	94	0	6	0	0	0	3	79	17	19
<b>TOTAL SANTIAGO DE CHILE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>17</b>	<b>19</b>
<b>TOTAL CHILE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>17</b>	<b>19</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	16	0	0	63	6	13	19	0	0	22	67	10	18
	BRITISH AIRWAYS PLC	S	17	0	0	71	18	12	0	0	0	9	53	20	17
<b>TOTAL BEIJING</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>15</b>	<b>35</b>
<b>TOTAL CHINA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>15</b>	<b>35</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	17	0	0	82	18	0	0	0	0	-8	94	-4	18
<b>TOTAL BOGOTA</b>			<b>17</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>-8</b>	<b>94</b>	<b>-4</b>	<b>18</b>
<b>TOTAL COLOMBIA</b>			<b>17</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>-8</b>	<b>94</b>	<b>-4</b>	<b>18</b>
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	62	0	0	69	23	8	0	0	0	7	76	8	34
<b>TOTAL ZAGREB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>8</b>	<b>34</b>
<b>TOTAL CROATIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>11</b>	<b>44</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	61	0	0	75	16	5	3	0	0	2	69	15	61
	CYPRUS AIRWAYS	S	72	0	0	72	7	7	7	7	0	29	58	21	79
<b>TOTAL LARNACA</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>18</b>	<b>140</b>
PAPHOS	CYPRUS AIRWAYS	S	20	0	0	35	25	30	0	0	10	57	75	8	20
<b>TOTAL PAPHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>75</b>	<b>8</b>	<b>20</b>
<b>TOTAL CYPRUS</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>22</b>	<b>64</b>	<b>17</b>	<b>160</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	124	0	0	90	7	2	1	0	0	2	79	8	124
	CSA	S	116	0	0	65	16	12	8	0	0	16	73	9	115
<b>TOTAL PRAGUE</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>9</b>	<b>239</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>9</b>	<b>239</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	62	0	0	92	3	5	0	0	0	0	91	2	58
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>58</b>
COPENHAGEN	BRITISH AIRWAYS PLC	S	232	0	0	91	8	1	0	0	0	2	87	7	178
	SAS	S	300	0	0	84	11	4	1	0	0	5	89	2	300

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				Actual (7)	Plan (8)										
COPENHAGEN	VARIG	S	26	0	0	54	23	0	19	4	0	34	72	15	25
<b>TOTAL COPENHAGEN</b>			<b>558</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>5</b>	<b>503</b>
<b>TOTAL DENMARK</b>			<b>620</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>561</b>
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	97	3	0	0	0	0	-3	92	-1	62
	EGYPT AIR	S	62	0	0	56	24	15	5	0	0	17	60	18	62
<b>TOTAL CAIRO</b>			<b>124</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>7</b>	<b>76</b>	<b>9</b>	<b>124</b>
LUXOR	EGYPT AIR	S	10	0	0	90	10	0	0	0	0	-5	100	-18	8
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>100</b>	<b>-18</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>7</b>	<b>132</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	34	1	0	15	18	32	35	0	0	43	45	39	38
<b>TOTAL ADDIS ABABA</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>18</b>	<b>32</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>45</b>	<b>39</b>	<b>38</b>
<b>TOTAL ETHIOPIA</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>18</b>	<b>32</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>45</b>	<b>39</b>	<b>38</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	JATAIRWAYS	S	44	0	18	77	20	2	0	0	0	6	0	0	0
<b>TOTAL BELGRADE</b>			<b>44</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>44</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	116	0	0	87	10	1	2	0	0	3	88	2	115
	FINNAIR	S	177	0	0	88	8	2	2	0	0	5	86	2	173
<b>TOTAL HELSINKI</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>2</b>	<b>288</b>
<b>TOTAL FINLAND</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>2</b>	<b>288</b>
<b>FRANCE</b>															
AJACCIO	BMI BRITISH MIDLAND	C	2	0	0	0	100	0	0	0	0	19	0	0	0
<b>TOTAL AJACCIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	AIR FRANCE	S	162	0	16	83	12	4	2	0	0	5	86	5	116
	BRITISH AIRWAYS PLC	S	186	0	0	82	14	3	2	0	0	4	85	6	134
<b>TOTAL LYON</b>			<b>348</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>264</b>
NICE	AIR FRANCE	S	123	0	1	66	15	15	4	0	0	16	85	5	124
	BMI BRITISH MIDLAND	S	126	0	1	65	14	17	4	0	0	15	85	7	124
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	0	100	0	0	72	50	16	2
	BRITISH AIRWAYS PLC	S	196	0	0	68	22	7	3	0	0	11	80	10	189
<b>TOTAL NICE</b>			<b>447</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>9</b>	<b>467</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	475	0	0	85	10	3	1	0	0	5	91	1	712
	AIR FRANCE	C	3	1	7	67	33	0	0	0	0	1	0	28	1
	BMI BRITISH MIDLAND	S	488	0	0	97	2	1	0	0	0	-2	93	1	486
	BRITISH AIRWAYS PLC	C	4	0	1	75	25	0	0	0	0	2	100	4	4
	BRITISH AIRWAYS PLC	S	487	0	0	95	3	1	0	0	0	-1	91	1	603

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 PARIS (CHARLES DE GAULLE)</b>			<b>1457</b>	<b>1</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>1</b>	1806
<b>PARIS (ORLY)</b>	AIR FRANCE	S	238	0	0	92	5	1	1	0	0	4	0	0	0
	AIR LIBERTE/ TAT EUROPEAN ALN	S	166	0	12	88	6	3	3	0	0	3	91	3	116
	BMI BRITISH MIDLAND	S	240	0	0	91	8	1	0	0	0	1	0	0	0
	BRITISH AIRWAYS PLC	S	116	0	0	89	7	3	1	0	0	3	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>761</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>4</b>	119
<b>STRASBOURG</b>	AIR FRANCE	S	53	0	1	62	15	13	9	0	0	17	88	4	104
<b>TOTAL STRASBOURG</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>4</b>	104
<b>TOULOUSE (BLAGNAC)</b>	AIR FRANCE	S	116	0	2	96	3	1	1	0	0	-1	85	2	62
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>84</b>	<b>2</b>	63
<b>TOTAL FRANCE</b>			<b>3185</b>	<b>1</b>	<b>44</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>3</b>	2949
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BRITISH AIRWAYS PLC	S	240	0	0	93	3	3	0	0	0	0	88	4	238
	LUFTHANSA	S	124	0	0	87	10	3	0	0	0	2	98	-5	64
<b>TOTAL BERLIN (TEGEL)</b>			<b>364</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>2</b>	364
<b>BREMEN</b>	BRITISH AIRWAYS PLC	S	38	0	0	92	5	3	0	0	0	2	96	-4	28
	LUFTHANSA	S	62	0	0	77	18	5	0	0	0	8	0	0	0
<b>TOTAL BREMEN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>-4</b>	28
<b>COLOGNE (BONN)</b>	BRITISH AIRWAYS PLC	S	116	0	0	81	14	3	3	0	0	7	74	8	116
	LUFTHANSA	S	62	0	0	95	5	0	0	0	0	-3	89	-1	122
<b>TOTAL COLOGNE (BONN)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>4</b>	238
<b>DRESDEN</b>	LUFTHANSA	S	117	0	0	82	13	4	1	0	0	7	69	10	62
<b>TOTAL DRESDEN</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>10</b>	62
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	231	0	1	87	9	3	1	0	0	3	86	5	228
	LUFTHANSA	S	190	0	2	82	9	5	4	0	0	8	88	1	186
<b>TOTAL DUSSELDORF</b>			<b>421</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>3</b>	418
<b>FRANKFURT MAIN</b>	BMI BRITISH MIDLAND	S	240	0	0	89	8	1	2	0	0	2	80	7	239
	BRITISH AIRWAYS PLC	S	240	0	0	82	13	3	2	0	0	6	72	13	239
	LUFTHANSA	S	310	0	0	80	15	3	1	0	0	7	81	6	310
<b>TOTAL FRANKFURT MAIN</b>			<b>790</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>9</b>	850
<b>HAMBURG</b>	BRITISH AIRWAYS PLC	S	185	0	1	90	8	2	1	0	0	0	82	10	185
	LUFTHANSA	S	184	0	2	84	11	2	3	0	0	4	84	0	186
<b>TOTAL HAMBURG</b>			<b>369</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>5</b>	431
<b>HANOVER</b>	BRITISH AIRWAYS PLC	S	62	0	0	94	3	2	2	0	0	1	90	3	62
	LUFTHANSA	S	122	0	2	93	5	1	2	0	0	1	95	-2	124
<b>TOTAL HANOVER</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>0</b>	186
<b>LEIPZIG</b>	BRITISH AIRWAYS PLC	S	62	0	0	82	13	2	3	0	0	4	82	7	62
	LUFTHANSA	S	85	0	0	72	19	8	1	0	0	10	81	6	93
<b>TOTAL LEIPZIG</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	155
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	294	0	0	94	5	2	0	0	0	0	80	8	292
	LUFTHANSA	S	249	0	3	84	10	5	2	0	0	4	78	7	182

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			MATCHED	Actual (7)											Plan (8)
TOTAL MUNICH			543	0	3	89	7	3	1	0	0	1	80	7	536
NUREMBERG	LUFTHANSA	S	124	0	0	93	5	2	0	0	0	1	81	2	124
TOTAL NUREMBERG			124	0	0	93	5	2	0	0	0	1	81	2	124
STUTTGART	BRITISH AIRWAYS PLC	S	116	0	0	91	6	3	0	0	0	2	83	8	115
	LUFTHANSA	S	156	0	0	93	7	0	0	0	0	-2	85	5	97
TOTAL STUTTGART			272	0	0	92	7	1	0	0	0	0	83	6	212
TOTAL GERMANY			3609	0	11	87	9	3	1	0	0	3	82	5	3604
GHANA															
ACCRA	GHANA AIRWAYS	S	26	0	0	35	19	15	23	8	0	62	46	71	26
TOTAL ACCRA			26	0	0	35	19	15	23	8	0	62	46	71	26
TOTAL GHANA			26	0	0	35	19	15	23	8	0	62	46	71	26
GIBRALTAR															
GIBRALTAR	GB AIRWAYS LTD	S	17	0	0	82	0	6	12	0	0	8	75	7	24
TOTAL GIBRALTAR			17	0	0	82	0	6	12	0	0	8	75	7	24
TOTAL GIBRALTAR			17	0	0	82	0	6	12	0	0	8	75	7	24
GREECE															
ATHENS	BRITISH AIRWAYS PLC	S	126	0	0	75	17	5	3	0	0	7	71	15	126
	OLYMPIC AIRWAYS	S	174	0	0	56	13	20	11	0	0	19	62	16	178
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	1	87	7	7	0	0	0	-1	0	0	0
TOTAL ATHENS			361	4	1	68	13	12	6	0	0	11	65	17	368
SALONIKA	BRITISH AIRWAYS PLC	S	62	0	0	90	5	5	0	0	0	-1	93	-1	61
TOTAL SALONIKA			62	0	0	90	5	5	0	0	0	-1	93	-1	61
TOTAL GREECE			423	4	1	71	12	11	5	0	0	10	69	14	429
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	62	0	0	85	8	5	2	0	0	3	76	5	62
	CATHAY PACIFIC AIRWAYS	S	62	0	0	66	16	15	3	0	0	11	57	17	86
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	87	7	3	3	0	0	-7	84	3	62
TOTAL HONG KONG (CHEP LAP KOK)			185	1	1	79	10	8	3	0	0	3	70	9	210
TOTAL HONG KONG			185	1	1	79	10	8	3	0	0	3	70	9	210
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	124	0	0	86	8	5	1	0	0	4	79	13	124
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	80	10	8	2	0	0	4	61	14	94
TOTAL BUDAPEST			248	0	0	83	9	6	1	0	0	4	71	13	218
TOTAL HUNGARY			248	0	0	83	9	6	1	0	0	4	71	13	218
ICELAND															
KEFLAVIK	ICELANDAIR	S	62	0	0	92	8	0	0	0	0	1	66	14	62
TOTAL KEFLAVIK			62	0	0	92	8	0	0	0	0	1	66	14	62
TOTAL ICELAND			62	0	0	92	8	0	0	0	0	1	66	14	62

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			MATCHED	Actual (7)											Plan (8)
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	56	6	0	39	0	0	37	64	42	28
<b>TOTAL CALCUTTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>64</b>	<b>42</b>	<b>28</b>
DELHI	AIR CANADA	S	33	0	2	61	27	6	3	3	0	21	42	20	36
	BRITISH AIRWAYS PLC	S	8	0	0	50	0	0	38	13	0	65	0	77	10
<b>TOTAL DELHI</b>			<b>41</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>22</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>29</b>	<b>37</b>	<b>52</b>
MADRAS/CHENNAI	AIR INDIA	S	15	1	3	67	20	13	0	0	0	8	0	145	6
	BRITISH AIRWAYS PLC	S	26	0	0	92	0	8	0	0	0	1	58	43	26
<b>TOTAL MADRAS/CHENNAI</b>			<b>41</b>	<b>1</b>	<b>3</b>	<b>83</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>62</b>	<b>32</b>
MUMBAI	AIR INDIA	S	106	0	0	17	12	30	33	6	2	83	13	72	75
	BRITISH AIRWAYS PLC	S	36	0	0	86	8	6	0	0	0	-1	69	10	26
<b>TOTAL MUMBAI</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>11</b>	<b>24</b>	<b>25</b>	<b>4</b>	<b>1</b>	<b>62</b>	<b>28</b>	<b>56</b>	<b>101</b>
<b>TOTAL INDIA</b>			<b>242</b>	<b>1</b>	<b>5</b>	<b>48</b>	<b>12</b>	<b>17</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>45</b>	<b>36</b>	<b>51</b>	<b>213</b>
<b>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	36	0	0	72	19	8	0	0	0	8	73	10	26
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>10</b>	<b>26</b>
<b>TOTAL INDONESIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>10</b>	<b>26</b>
<b>IRAN</b>															
TEHRAN	BRITISH AIRWAYS PLC	S	17	0	0	76	6	12	6	0	0	11	83	3	18
	IRAN AIR	S	26	0	0	73	15	12	0	0	0	9	61	11	28
<b>TOTAL TEHRAN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>8</b>	<b>46</b>
<b>TOTAL IRAN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>8</b>	<b>46</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	237	0	3	82	8	5	5	1	0	11	83	7	240
<b>TOTAL CORK</b>			<b>237</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>7</b>	<b>240</b>
DUBLIN	AER LINGUS	S	821	2	8	89	8	2	1	0	0	4	86	5	844
	BMI BRITISH MIDLAND	S	489	0	1	91	7	2	0	0	0	2	91	2	487
<b>TOTAL DUBLIN</b>			<b>1310</b>	<b>2</b>	<b>9</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>4</b>	<b>1331</b>
SHANNON	AER LINGUS	S	240	0	0	80	11	3	4	1	0	13	79	7	186
<b>TOTAL SHANNON</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>7</b>	<b>186</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1787</b>	<b>2</b>	<b>12</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>5</b>	<b>1757</b>
<b>ISRAEL</b>															
OVDA	EL AL	S	17	0	1	94	6	0	0	0	0	-11	75	11	16
<b>TOTAL OVDA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-11</b>	<b>75</b>	<b>11</b>	<b>16</b>
TEL AVIV	BRITISH AIRWAYS PLC	S	62	0	0	92	5	2	2	0	0	1	84	3	62
	EL AL	S	94	2	22	85	5	3	4	2	0	10	78	4	82
<b>TOTAL TEL AVIV</b>			<b>156</b>	<b>2</b>	<b>22</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>3</b>	<b>144</b>
<b>TOTAL ISRAEL</b>			<b>173</b>	<b>2</b>	<b>23</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>4</b>	<b>160</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	62	0	0	90	6	2	2	0	0	6	76	17	62
<b>TOTAL BOLOGNA</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>6</b>	<b>75</b>	<b>12</b>	124
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</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>92</b>	<b>2</b>	62
MILAN (LINATE)	ALITALIA	S	362	0	2	79	13	6	2	0	0	8	76	8	247
	BRITISH AIRWAYS PLC	S	248	0	0	81	13	4	2	0	0	8	76	12	249
<b>TOTAL MILAN (LINATE)</b>			<b>610</b>	<b>3</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>10</b>	496
PISA	BRITISH AIRWAYS PLC	S	70	0	0	87	11	1	0	0	0	6	71	19	62
<b>TOTAL PISA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>19</b>	62
ROME (FIUMICINO)	AIR FRANCE	S	53	0	1	49	34	9	8	0	0	21	0	0	0
	ALITALIA	S	303	0	1	69	20	8	3	0	0	12	81	9	248
	BRITISH AIRWAYS PLC	S	248	0	0	84	9	2	4	0	0	8	76	10	246
<b>TOTAL ROME (FIUMICINO)</b>			<b>604</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	494
TURIN	ALITALIA	S	58	0	0	83	10	3	3	0	0	4	82	5	62
	BRITISH AIRWAYS PLC	S	54	0	0	94	4	0	2	0	0	2	72	8	54
<b>TOTAL TURIN</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>7</b>	116
VENICE	BRITISH AIRWAYS PLC	S	62	0	0	82	10	6	2	0	0	5	79	15	76
<b>TOTAL VENICE</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>13</b>	138
<b>TOTAL ITALY</b>			<b>1523</b>	<b>4</b>	<b>4</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	1514
<b>JAPAN</b>															
NAGOYA (AFB)	BRITISH AIRWAYS PLC	S	17	0	0	82	18	0	0	0	0	-1	81	13	16
<b>TOTAL NAGOYA (AFB)</b>			<b>17</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>-1</b>	<b>81</b>	<b>13</b>	16
OSAKA (KANSAI)	BRITISH AIRWAYS PLC	S	19	0	0	84	11	5	0	0	0	-2	0	0	0
	JAPAN AIRLINES	S	36	0	0	81	17	3	0	0	0	4	0	0	0
<b>TOTAL OSAKA (KANSAI)</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	0
TOKYO (NARITA)	AEROFLOT	S	17	0	0	76	6	0	18	0	0	16	38	107	16
	ALL NIPPON AIRWAYS	S	62	0	0	87	10	3	0	0	0	1	81	4	62
	BRITISH AIRWAYS PLC	S	114	0	1	89	9	1	2	0	0	0	76	5	116
	JAPAN AIRLINES	S	76	0	1	93	3	3	1	0	0	-2	56	21	84
	VIRGIN ATLANTIC AIRWAYS LTD	S	51	0	2	63	20	4	14	0	0	15	58	24	52
<b>TOTAL TOKYO (NARITA)</b>			<b>320</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>17</b>	330
<b>TOTAL JAPAN</b>			<b>392</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>16</b>	365
<b>JORDAN</b>															
AMMAN	BRITISH AIRWAYS PLC	S	27	0	0	85	7	7	0	0	0	-3	0	0	0
	BRITISH MEDITERRANEAN AIRWA	S	8	0	0	100	0	0	0	0	0	-24	0	0	0
	ROYAL JORDANIAN	S	53	0	0	75	11	6	8	0	0	6	46	31	65
<b>TOTAL AMMAN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>31</b>	65
<b>TOTAL JORDAN</b>			<b>88</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>31</b>	65

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>KENYA</b>															
MOMBASA	KENYA AIRWAYS	S	4	0	0	100	0	0	0	0	0	-2	75	52	4
<b>TOTAL MOMBASA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>75</b>	<b>52</b>	<b>4</b>
NAIROBI	BRITISH AIRWAYS PLC	S	16	0	0	50	31	19	0	0	0	14	56	16	9
	KENYA AIRWAYS	S	50	0	0	52	14	16	14	4	0	32	68	21	50
<b>TOTAL NAIROBI</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>20</b>	<b>59</b>
<b>TOTAL KENYA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>22</b>	<b>63</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	44	0	0	84	11	2	2	0	0	0	89	8	45
	KUWAIT AIRWAYS	S	62	1	0	66	15	13	3	3	0	19	56	21	62
<b>TOTAL KUWAIT</b>			<b>106</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>15</b>	<b>107</b>
<b>TOTAL KUWAIT</b>			<b>106</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>15</b>	<b>107</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA MEA	S	20	0	0	95	5	0	0	0	0	-14	0	0	0
		S	35	0	0	57	29	11	3	0	0	11	57	18	28
<b>TOTAL BEIRUT</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>18</b>	<b>28</b>
<b>TOTAL LEBANON</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>18</b>	<b>28</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	36	0	0	100	0	0	0	0	0	-7	100	-7	34
<b>TOTAL VILNIUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>100</b>	<b>-7</b>	<b>34</b>
<b>TOTAL LITHUANIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>100</b>	<b>-7</b>	<b>34</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	54	0	0	96	0	0	4	0	0	1	91	3	54
	LUXAIR	S	116	0	0	91	7	2	0	0	0	3	82	9	114
<b>TOTAL LUXEMBOURG</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>168</b>
<b>TOTAL LUXEMBOURG</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>168</b>
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	9	0	0	89	11	0	0	0	0	3	88	6	8
<b>TOTAL LILONGWE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>TOTAL MALAWI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	88	0	0	69	14	16	1	0	0	11	66	16	62
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>62</b>
<b>TOTAL MALAYSIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>62</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	126	0	0	54	19	20	7	0	0	19	60	14	126
<b>TOTAL MALTA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>14</b>	<b>126</b>



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				Actual (7)	Plan (8)										
TOTAL MALTA			126	0	0	54	19	20	7	0	0	19	60	14	126
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	16	0	0	50	19	25	6	0	0	20	33	42	18
TOTAL MAURITIUS			16	0	0	50	19	25	6	0	0	20	33	42	18
TOTAL MAURITIUS			16	0	0	50	19	25	6	0	0	20	33	42	18
MEXICO															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	88	4	4	4	0	0	5	88	-7	26
TOTAL MEXICO CITY			26	0	0	88	4	4	4	0	0	5	88	-7	26
TOTAL MEXICO			26	0	0	88	4	4	4	0	0	5	88	-7	26
MOROCCO															
AGADIR	GB AIRWAYS LTD	S	8	0	0	75	13	0	0	13	0	34	0	0	0
TOTAL AGADIR			8	0	0	75	13	0	0	13	0	34	100	-31	1
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	45	0	0	71	9	11	9	0	0	13	74	10	42
	ROYAL AIR MAROC	S	52	0	0	88	10	2	0	0	0	4	78	6	54
TOTAL CASABLANCA MOHAMED V			97	0	0	80	9	6	4	0	0	8	76	8	96
MARRAKESH	GB AIRWAYS LTD	S	18	0	0	89	0	6	6	0	0	5	0	0	0
TOTAL MARRAKESH			18	0	0	89	0	6	6	0	0	5	0	0	0
TANGIERS (IBN BATUTA)	GB AIRWAYS LTD	S	8	0	0	50	13	13	25	0	0	26	70	11	10
TOTAL TANGIERS (IBN BATUTA)			8	0	0	50	13	13	25	0	0	26	70	11	10
TOTAL MOROCCO			131	0	0	79	8	6	5	1	0	10	76	8	107
NAMIBIA															
WINDHOEK	AIR NAMIBIA	S	26	0	0	69	23	4	4	0	0	9	85	10	26
TOTAL WINDHOEK			26	0	0	69	23	4	4	0	0	9	85	10	26
TOTAL NAMIBIA			26	0	0	69	23	4	4	0	0	9	85	10	26
NATIONALIST CHINA (TAIWAN)															
TAIPEI	BRITISH AIRWAYS PLC	S	27	0	0	78	15	7	0	0	0	6	58	17	19
	EVA AIR	S	26	0	0	42	31	12	12	0	4	35	0	0	0
TOTAL TAIPEI			53	0	0	60	23	9	6	0	2	20	58	17	19
TOTAL NATIONALIST CHINA (TAIWAN)			53	0	0	60	23	9	6	0	2	20	58	17	19
NETHERLANDS															
AMSTERDAM	BMI BRITISH MIDLAND	S	478	0	0	92	6	1	1	0	0	2	94	-1	478
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	-2	100	12	1
	BRITISH AIRWAYS PLC	S	418	0	0	88	10	2	0	0	0	3	89	4	408
	KLM	S	492	0	4	93	4	1	1	0	0	0	92	1	496
	UNITED AIRLINES	S	62	0	0	81	15	3	2	0	0	7	0	0	0
TOTAL AMSTERDAM			1453	0	4	91	7	1	1	0	0	2	92	1	1383
EINDHOVEN	KLM	S	88	0	0	95	2	0	2	0	0	-3	96	-2	76
TOTAL EINDHOVEN			88	0	0	95	2	0	2	0	0	-3	96	-2	76

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ROTTERDAM	KLM	S	254	1	16	83	7	6	3	0	0	7	82	9	251
<b>TOTAL ROTTERDAM</b>			<b>254</b>	<b>1</b>	<b>16</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>251</b>
<b>TOTAL NETHERLANDS</b>			<b>1795</b>	<b>1</b>	<b>20</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>2</b>	<b>1710</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	34	0	0	65	15	12	3	6	0	30	0	0	0
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>63</b>	<b>15</b>	<b>24</b>
<b>TOTAL NEW ZEALAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>63</b>	<b>15</b>	<b>24</b>
<b>NIGERIA</b>															
LAGOS	NIGERIA AIRWAYS	S	16	0	0	6	6	19	44	13	13	184	14	169	35
<b>TOTAL LAGOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>44</b>	<b>13</b>	<b>13</b>	<b>184</b>	<b>14</b>	<b>169</b>	<b>35</b>
<b>TOTAL NIGERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>44</b>	<b>13</b>	<b>13</b>	<b>184</b>	<b>13</b>	<b>174</b>	<b>39</b>
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	62	0	0	82	13	3	2	0	0	6	82	7	62
<b>TOTAL BERGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>7</b>	<b>62</b>
OSLO (FORNEBU)	BRITISH AIRWAYS PLC	S	178	0	0	91	3	4	2	0	0	3	89	4	177
	SAS	S	224	1	2	87	11	2	1	0	0	3	90	2	220
<b>TOTAL OSLO (FORNEBU)</b>			<b>402</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>3</b>	<b>397</b>
STAVANGER	SAS	S	118	0	0	92	7	0	2	0	0	0	95	-2	167
<b>TOTAL STAVANGER</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>-2</b>	<b>167</b>
TROMSOE	SAS	S	8	0	0	63	38	0	0	0	0	2	100	-5	8
<b>TOTAL TROMSOE</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>2</b>	<b>100</b>	<b>-5</b>	<b>8</b>
<b>TOTAL NORWAY</b>			<b>590</b>	<b>1</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>2</b>	<b>634</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	82	11	2	5	0	0	3	84	5	62
	GULF AIR	S	73	0	0	71	14	12	3	0	0	10	48	22	104
<b>TOTAL MUSCAT</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>16</b>	<b>166</b>
<b>TOTAL OMAN</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>16</b>	<b>166</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	18	0	0	50	11	6	22	6	6	66	56	19	18
<b>TOTAL ISLAMABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>6</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>66</b>	<b>56</b>	<b>19</b>	<b>18</b>
KARACHI	PAKISTAN INTL AIRLINES	S	34	0	0	53	12	9	18	9	0	47	58	71	26
<b>TOTAL KARACHI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>9</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>47</b>	<b>58</b>	<b>71</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>12</b>	<b>8</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>54</b>	<b>57</b>	<b>49</b>	<b>44</b>
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	33	0	0	82	15	3	0	0	0	3	76	11	25
<b>TOTAL MANILA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>11</b>	<b>25</b>
<b>TOTAL PHILIPPINES</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>11</b>	<b>25</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>																
KATOWICE	LOT-POLISH AIRLINES	S	4	0	0	100	0	0	0	0	0	-3	0	0	0	
<b>TOTAL KATOWICE</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>	
WARSAW	BRITISH AIRWAYS PLC	S	104	0	0	89	9	2	0	0	0	2	82	13	105	
	LOT-POLISH AIRLINES	S	94	0	0	90	4	0	5	0	0	3	81	6	84	
<b>TOTAL WARSAW</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>189</b>	
<b>TOTAL POLAND</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>193</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>																
FARO	AIR PORTUGAL	S	62	0	0	92	5	2	2	0	0	2	80	3	54	
	BMI BRITISH MIDLAND	C	3	0	1	33	33	33	0	0	0	28	33	33	3	
<b>TOTAL FARO</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>4</b>	<b>58</b>	
LISBON	AIR PORTUGAL	S	186	0	0	87	9	2	2	0	0	3	87	0	186	
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	8	0	80	2	
	BRITISH AIRWAYS PLC	S	190	0	0	87	7	5	1	0	0	2	82	6	188	
<b>TOTAL LISBON</b>			<b>378</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>4</b>	<b>376</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	62	0	0	100	0	0	0	0	0	-7	94	-3	62	
	BRITISH AIRWAYS PLC	S	62	0	0	79	10	10	2	0	0	8	85	4	62	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>1</b>	<b>124</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>567</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>3</b>	<b>558</b>	
<b>PORTUGAL(MADEIRA)</b>																
FUNCHAL	AIR PORTUGAL	S	16	0	0	88	13	0	0	0	0	-1	100	-2	18	
<b>TOTAL FUNCHAL</b>			<b>16</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>-1</b>	<b>100</b>	<b>-2</b>	<b>18</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>16</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>-1</b>	<b>100</b>	<b>-2</b>	<b>18</b>	
<b>QATAR</b>																
DOHA	GULF AIR	S	4	0	0	100	0	0	0	0	0	-8	0	0	0	
<b>TOTAL DOHA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL QATAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>REPUBLIC OF KOREA</b>																
SEOUL (KIMPO)	BRITISH AIRWAYS PLC	S	18	0	0	72	22	6	0	0	0	6	72	9	18	
	KOREAN AIR	S	28	0	0	79	18	4	0	0	0	8	81	5	26	
<b>TOTAL SEOUL (KIMPO)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>7</b>	<b>44</b>	
<b>TOTAL REPUBLIC OF KOREA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>7</b>	<b>44</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>																
CAPE TOWN	BRITISH AIRWAYS PLC	S	26	0	0	77	12	8	4	0	0	12	0	0	0	
	SOUTH AFRICAN AIRWAYS	S	10	0	0	90	10	0	0	0	0	-3	60	8	15	
<b>TOTAL CAPE TOWN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>8</b>	<b>15</b>	
DURBAN	BRITISH AIRWAYS PLC	S	17	0	0	94	6	0	0	0	0	5	97	-2	36	
	SOUTH AFRICAN AIRWAYS	S	18	0	0	67	6	28	0	0	0	14	71	9	17	

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DURBAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>2</b>	<b>53</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	42	0	1	74	17	7	2	0	0	11	92	3	36
	SOUTH AFRICAN AIRWAYS	S	52	0	0	67	19	12	2	0	0	15	73	15	40
<b>TOTAL JOHANNESBURG</b>			<b>94</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>9</b>	<b>76</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>165</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>6</b>	<b>144</b>
<b>REPUBLIC OF YEMEN</b>															
ADEN	ALYEMDA	S	8	0	8	25	38	13	0	0	25	130	100	-6	2
<b>TOTAL ADEN</b>			<b>8</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>130</b>	<b>100</b>	<b>-6</b>	<b>2</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>8</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>130</b>	<b>100</b>	<b>-6</b>	<b>2</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	80	0	0	73	15	13	0	0	0	8	44	33	62
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>33</b>	<b>62</b>
<b>TOTAL RUMANIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>33</b>	<b>62</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	86	0	0	80	10	7	0	0	2	17	53	35	89
	BRITISH AIRWAYS PLC	S	78	0	0	82	10	6	1	0	0	5	62	16	68
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>164</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>57</b>	<b>26</b>	<b>157</b>
ST PETERSBURG	AEROFLOT	S	8	0	0	100	0	0	0	0	0	-2	100	-2	8
	BRITISH AIRWAYS PLC	S	42	0	0	86	10	5	0	0	0	2	77	7	44
<b>TOTAL ST PETERSBURG</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>6</b>	<b>52</b>
<b>TOTAL RUSSIA</b>			<b>214</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>63</b>	<b>21</b>	<b>209</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	BRITISH AIRWAYS PLC	S	52	0	0	90	6	4	0	0	0	-4	79	2	53
	SAUDI ARABIAN AIRLINES	S	14	0	0	64	7	29	0	0	0	19	59	15	17
<b>TOTAL DHAHRAN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>5</b>	<b>70</b>
JEDDAH	BRITISH AIRWAYS PLC	S	36	0	0	64	22	8	6	0	0	14	50	29	30
	SAUDI ARABIAN AIRLINES	S	40	1	0	48	20	15	18	0	0	32	68	16	38
<b>TOTAL JEDDAH</b>			<b>76</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>24</b>	<b>70</b>
RIYADH	BRITISH AIRWAYS PLC	S	27	0	0	100	0	0	0	0	0	-4	71	9	17
	SAUDI ARABIAN AIRLINES	S	12	0	0	75	0	8	17	0	0	20	50	18	8
<b>TOTAL RIYADH</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>12</b>	<b>25</b>
<b>TOTAL SAUDI ARABIA</b>			<b>181</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>14</b>	<b>165</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	124	0	0	76	18	5	0	2	0	9	50	19	124
<b>TOTAL SINGAPORE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>19</b>	<b>124</b>
<b>TOTAL SINGAPORE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>19</b>	<b>124</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	52	0	0	75	15	4	6	0	0	9	60	19	42

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LJUBLJANA			52	0	0	75	15	4	6	0	0	9	60	19	42
TOTAL SLOVENIA			52	0	0	75	15	4	6	0	0	9	60	19	42
SPAIN															
ALICANTE	VIVA	S	62	0	0	73	18	3	6	0	0	10	87	3	62
TOTAL ALICANTE			62	0	0	73	18	3	6	0	0	10	87	3	62
BARCELONA	BRITISH AIRWAYS PLC	S	186	0	0	91	6	2	1	0	0	1	82	9	190
	IBERIA	S	186	0	0	91	5	2	2	0	0	0	94	-3	186
TOTAL BARCELONA			372	0	0	91	6	2	1	0	0	0	87	3	378
BILBAO	BRITISH AIRWAYS PLC	S	62	0	0	94	5	2	0	0	0	-1	82	5	62
	IBERIA	S	62	0	0	95	5	0	0	0	0	-3	98	-6	62
TOTAL BILBAO			124	0	0	94	5	1	0	0	0	-2	90	-1	124
MADRID	BRITISH AIRWAYS PLC	S	186	0	0	78	17	4	1	0	0	5	69	17	186
	IBERIA	S	302	0	0	93	5	2	0	0	0	-2	93	0	297
TOTAL MADRID			488	0	0	87	10	3	0	0	0	1	84	6	491
MALAGA	VIVA	S	62	0	0	81	10	10	0	0	0	5	81	5	62
TOTAL MALAGA			62	0	0	81	10	10	0	0	0	5	81	5	62
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	62	0	0	79	13	5	3	0	0	7	74	12	62
	VIVA	S	62	0	0	90	5	2	3	0	0	2	85	7	62
TOTAL PALMA DE MALLORCA			124	0	0	85	9	3	3	0	0	5	80	10	124
SEVILLE	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	45	0	0	0
	IBERIA	S	62	0	0	84	10	3	3	0	0	-1	97	-7	62
TOTAL SEVILLE			64	0	0	83	9	3	5	0	0	0	97	-7	62
VALENCIA	IBERIA	S	62	0	0	97	3	0	0	0	0	-3	89	-3	62
TOTAL VALENCIA			62	0	0	97	3	0	0	0	0	-3	89	-3	62
TOTAL SPAIN			1358	0	0	88	8	3	1	0	0	1	86	4	1366
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	34	0	0	74	6	9	9	3	0	24	42	30	36
TOTAL COLOMBO			34	0	0	74	6	9	9	3	0	24	42	30	36
TOTAL SRI LANKA			34	0	0	74	6	9	9	3	0	24	42	30	36
SUDAN															
KHARTOUM	SUDAN AIRWAYS	S	16	0	0	50	6	19	6	13	6	74	55	77	29
TOTAL KHARTOUM			16	0	0	50	6	19	6	13	6	74	55	77	29
TOTAL SUDAN			16	0	0	50	6	19	6	13	6	74	55	77	29
SWEDEN															
GOTEBORG	BRITISH AIRWAYS PLC	S	124	0	0	94	5	0	1	0	0	-1	94	0	123
	SAS	S	130	0	0	95	3	2	1	0	0	-1	91	1	132
TOTAL GOTEBORG			254	0	0	94	4	1	1	0	0	-1	93	0	255
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	248	0	0	88	10	2	1	0	0	3	86	5	240
	SAS	S	295	0	0	91	4	3	2	0	0	4	93	2	282



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TUNIS			54	0	0	63	20	13	4	0	0	17	54	28	28
TOTAL TUNISIA			54	0	0	63	20	13	4	0	0	17	54	28	28
TURKEY															
ANTALYA	ISTANBUL HAVA YOLLARI	C	4	0	0	50	0	0	50	0	0	48	0	0	0
TOTAL ANTALYA			4	0	0	50	0	0	50	0	0	48	0	0	0
DALAMAN	BMI BRITISH MIDLAND	C	10	0	0	50	0	40	10	0	0	18	60	15	10
TOTAL DALAMAN			10	0	0	50	0	40	10	0	0	18	60	6	20
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	80	14	6	1	0	0	6	83	8	124
	ISTANBUL HAVA YOLLARI	C	10	2	0	60	0	10	30	0	0	30	17	56	18
	THY TURK HAVA YOLLARI TURKIS	S	124	0	0	78	20	2	0	0	0	4	71	12	124
TOTAL ISTANBUL			258	2	0	78	16	4	2	0	0	6	73	13	266
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	18	0	0	67	17	6	11	0	0	14	67	11	18
TOTAL IZMIR (ADNAM MENDERES)			18	0	0	67	17	6	11	0	0	14	48	24	25
TOTAL TURKEY			290	2	0	76	16	5	3	0	0	8	71	13	311
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	19	0	0	79	5	5	11	0	0	15	88	4	8
TOTAL ENTEBBE			19	0	0	79	5	5	11	0	0	15	88	4	8
TOTAL UGANDA			19	0	0	79	5	5	11	0	0	15	88	4	8
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	95	2	2	2	0	0	0	66	9	62
	EMIRATES	S	22	0	0	91	9	0	0	0	0	2	70	13	54
	GULF AIR	S	54	0	0	72	9	15	2	2	0	15	59	17	56
TOTAL ABU DHABI INTERNATIONAL			138	0	0	86	6	7	1	1	0	7	65	13	172
DUBAI	EMIRATES	S	102	0	0	77	17	4	2	0	0	9	51	16	70
TOTAL DUBAI			102	0	0	77	17	4	2	0	0	9	51	16	70
TOTAL UNITED ARAB EMIRATES			240	0	0	82	10	5	2	0	0	8	61	14	242
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	382	0	0	94	4	1	1	0	0	-1	88	3	378
TOTAL ABERDEEN			382	0	0	94	4	1	1	0	0	-1	88	3	378
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	482	0	0	96	3	1	0	0	0	-2	96	-1	486
	BRITISH AIRWAYS PLC	S	372	6	0	92	6	1	1	0	0	1	93	2	374
TOTAL BELFAST INTERNATIONAL			854	6	0	94	5	1	0	0	0	0	95	0	860
BRISTOL	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL BRISTOL			2	0	0	100	0	0	0	0	0	3	0	0	0
EAST MIDLANDS	BMI BRITISH MIDLAND	S	2	0	1	0	0	100	0	0	0	59	100	-2	10
TOTAL EAST MIDLANDS			3	0	1	33	0	67	0	0	0	41	100	-2	10
EDINBURGH	BMI BRITISH MIDLAND	S	513	1	6	93	4	2	1	0	0	1	92	1	477
	BRITISH AIRWAYS PLC	S	656	3	2	89	8	3	0	0	0	3	89	3	645

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 EDINBURGH</b>			<b>1169</b>	<b>4</b>	<b>8</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>2</b>	1122
EXETER	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	12	0	0	0
<b>TOTAL EXETER</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
GLASGOW	BMI BRITISH MIDLAND	S	477	0	1	94	6	0	0	0	1	89	6	517	
	BRITISH AIRWAYS PLC	S	660	8	0	89	9	2	1	0	2	88	4	694	
<b>TOTAL GLASGOW</b>			<b>1137</b>	<b>8</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	1211	
GUERNSEY	KLM UK LTD	S	248	0	0	96	2	2	0	0	-4	90	2	246	
<b>TOTAL GUERNSEY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>90</b>	<b>2</b>	246	
INVERNESS	BRITISH AIRWAYS PLC	S	186	0	0	90	7	2	1	0	3	77	9	185	
<b>TOTAL INVERNESS</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>9</b>	185	
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	170	0	1	85	13	2	0	0	1	85	3	168	
<b>TOTAL ISLE OF MAN</b>			<b>170</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>3</b>	168	
JERSEY	BRITISH AIRWAYS PLC	S	244	0	0	91	4	1	3	0	6	89	4	247	
<b>TOTAL JERSEY</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>4</b>	247	
KENT INTERNATIONAL	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	18	50	11	2	
<b>TOTAL KENT INTERNATIONAL</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>18</b>	<b>50</b>	<b>11</b>	2	
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	280	0	0	93	5	2	0	0	0	89	1	280	
<b>TOTAL LEEDS BRADFORD</b>			<b>281</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>89</b>	<b>1</b>	280	
MANCHESTER	BRITISH AIRWAYS PLC	S	595	19	3	89	8	3	1	0	3	87	3	590	
<b>TOTAL MANCHESTER</b>			<b>595</b>	<b>19</b>	<b>3</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>4</b>	650	
NEWCASTLE	BRITISH AIRWAYS PLC	S	328	0	0	95	4	1	0	0	-1	91	4	324	
<b>TOTAL NEWCASTLE</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>91</b>	<b>4</b>	324	
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	67	1	0	96	3	0	1	0	-1	68	11	63	
<b>TOTAL NEWQUAY</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>-1</b>	<b>68</b>	<b>11</b>	63	
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	149	1	0	83	15	3	0	0	5	52	18	133	
<b>TOTAL PLYMOUTH</b>			<b>149</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>52</b>	<b>18</b>	133	
TEESSIDE	BMI BRITISH MIDLAND	S	280	0	0	94	5	1	0	0	-2	97	-1	280	
<b>TOTAL TEESSIDE</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>97</b>	<b>-1</b>	280	
<b>TOTAL UNITED KINGDOM</b>			<b>6100</b>	<b>39</b>	<b>14</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>3</b>	6387	
<b>USA</b>															
BOSTON	AMERICAN AIRLINES	S	122	1	0	80	15	4	1	0	6	84	3	62	
	BRITISH AIRWAYS PLC	S	123	0	0	89	8	2	1	0	-1	80	4	123	
<b>TOTAL BOSTON</b>			<b>245</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>3</b>	185	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	186	1	0	69	12	14	5	0	14	73	10	123	
	BRITISH AIRWAYS PLC	S	123	0	1	75	16	4	4	0	16	81	6	124	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>309</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>8</b>	247	
DETROIT	BRITISH AIRWAYS PLC	S	62	0	0	66	19	11	3	0	14	81	2	62	
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>2</b>	62	



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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	76	11	11	2	0	0	8	76	15	66
	BRITISH AIRWAYS PLC	S	124	0	0	82	11	5	2	0	0	6	81	2	124
	UNITED AIRLINES	S	62	0	0	60	16	18	5	2	0	18	68	11	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	69	18	5	8	0	0	13	60	23	62
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>11</b>	<b>314</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	68	16	10	6	0	0	16	74	6	96
	BRITISH AIRWAYS PLC	S	62	0	0	89	8	3	0	0	0	5	79	0	115
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>3</b>	<b>211</b>
NEW YORK (JF KENNEDY)	AIR INDIA	S	62	0	0	2	13	29	52	5	0	78	22	67	60
	AMERICAN AIRLINES	S	365	0	6	74	15	7	4	0	0	11	79	8	283
	BRITISH AIRWAYS PLC	S	371	0	0	88	6	4	2	1	0	4	79	7	310
	KUWAIT AIRWAYS	S	26	0	0	58	8	19	8	8	0	35	38	19	26
	UNITED AIRLINES	S	184	0	2	83	9	5	2	1	0	4	67	18	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	113	0	5	66	16	11	7	0	0	15	69	18	89
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1121</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>894</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	62	0	0	87	10	0	0	3	0	7	76	8	62
	EL AL	S	19	0	0	47	5	5	42	0	0	50	0	0	0
	UNITED AIRLINES	S	62	0	0	76	15	8	2	0	0	9	58	24	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	13	11	2	0	0	11	61	20	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>17</b>	<b>184</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	123	0	0	90	6	2	2	0	0	0	77	4	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>123</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>0</b>	<b>81</b>	<b>3</b>	<b>72</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	79	13	5	3	0	0	10	80	11	123
	UNITED AIRLINES	S	61	0	1	64	18	8	8	2	0	21	68	18	80
	VIRGIN ATLANTIC AIRWAYS LTD	S	55	1	1	67	15	9	9	0	0	19	72	30	29
<b>TOTAL SAN FRANCISCO</b>			<b>240</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>16</b>	<b>232</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	81	11	8	0	0	0	8	81	2	62
<b>TOTAL SEATTLE (TACOMA)</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>8</b>	<b>76</b>	<b>4</b>	<b>106</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	122	1	1	81	11	7	2	0	0	5	85	3	151
	UNITED AIRLINES	S	124	0	0	59	25	11	5	0	0	18	60	16	120
<b>TOTAL WASHINGTON (DULLES)</b>			<b>246</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>9</b>	<b>271</b>
<b>TOTAL USA</b>			<b>3047</b>	<b>4</b>	<b>18</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>11</b>	<b>2778</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	34	0	10	91	3	0	0	6	0	2	97	-23	36
<b>TOTAL TASHKENT</b>			<b>34</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>-23</b>	<b>36</b>
<b>TOTAL UZBEKISTAN</b>			<b>34</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>-23</b>	<b>36</b>
<b>VENEZUELA</b>															
CARACAS	VIASA	S	16	2	0	69	13	6	13	0	0	19	63	44	24
<b>TOTAL CARACAS</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>44</b>	<b>24</b>
<b>TOTAL VENEZUELA</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>44</b>	<b>24</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	19	0	0	89	5	0	5	0	0	8	89	3	18
TOTAL LUSAKA			19	0	0	89	5	0	5	0	0	8	85	1	34
TOTAL ZAMBIA			19	0	0	89	5	0	5	0	0	8	85	1	34
<b>ZIMBABWE</b>															
HARARE	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	5	0	0	0
TOTAL HARARE			8	0	0	88	13	0	0	0	0	5	0	0	0
TOTAL ZIMBABWE			8	0	0	88	13	0	0	0	0	5	0	0	0
TOTAL HEATHROW			35478	77	274	84	9	4	2	0	0	6	82	7	34493

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
<b>LARNACA</b>	AIR 2000	C	8	0	0	38	25	13	25	0	0	32	0	0	0
	BRITANNIA AIRWAYS	C	19	0	2	58	16	26	0	0	14	47	16	17	
	CALEDONIAN AIRWAYS	C	7	1	2	0	0	43	14	43	0	148	0	0	0
	CYPRUS AIRWAYS	C	8	0	0	38	38	13	13	0	0	22	35	26	20
	MONARCH AIRLINES	C	28	0	0	61	18	4	18	0	0	28	41	45	27
<b>TOTAL LARNACA</b>			<b>70</b>	<b>1</b>	<b>10</b>	<b>49</b>	<b>19</b>	<b>16</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>41</b>	<b>38</b>	<b>76</b>
<b>PAPHOS</b>	AIR 2000	C	10	0	0	60	10	20	0	0	10	59	25	43	8
	BRITANNIA AIRWAYS	C	26	0	0	46	31	8	15	0	0	30	71	14	24
	CALEDONIAN AIRWAYS	C	8	0	0	25	38	13	0	25	0	66	0	36	2
	MONARCH AIRLINES	C	24	1	1	67	17	8	8	0	0	11	80	-4	10
<b>TOTAL PAPHOS</b>			<b>68</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>24</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>58</b>	<b>19</b>	<b>66</b>
<b>TOTAL CYPRUS</b>			<b>138</b>	<b>2</b>	<b>11</b>	<b>51</b>	<b>21</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>34</b>	<b>49</b>	<b>29</b>	<b>142</b>
<b>FRANCE</b>															
<b>PARIS (CHARLES DE GAULLE)</b>	CITY FLYER EXPRESS	S	176	0	6	94	3	2	1	0	0	-3	96	-3	204
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>176</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>96</b>	<b>-3</b>	<b>204</b>
<b>TARBES-LOURDES INTERNATIONAL</b>	AIR FOYLE PASSENGER AIRLINES	C	6	4	10	33	0	67	0	0	0	28	0	0	0
	EXCALIBUR AIRWAYS	C	2	0	0	0	0	0	0	100	0	272	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>8</b>	<b>6</b>	<b>10</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>89</b>	<b>50</b>	<b>34</b>	<b>16</b>
<b>TOULOUSE (BLAGNAC)</b>	AERIS	C	7	1	5	71	0	14	14	0	0	20	40	135	15
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>7</b>	<b>1</b>	<b>5</b>	<b>71</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>135</b>	<b>15</b>
<b>TOTAL FRANCE</b>			<b>191</b>	<b>7</b>	<b>21</b>	<b>91</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>8</b>	<b>240</b>
<b>GREECE</b>															
<b>CORFU</b>	BRITANNIA AIRWAYS	C	15	0	1	47	27	27	0	0	0	20	50	25	16
<b>TOTAL CORFU</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>27</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>38</b>	<b>24</b>
<b>HERAKLION</b>	AIR 2000	C	9	0	1	67	22	11	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	9	0	1	78	22	0	0	0	0	6	11	56	9
	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	8	89	7	9
<b>TOTAL HERAKLION</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>31</b>	<b>18</b>
<b>KEFALLINIA</b>	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	18	38	23	8
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>23</b>	<b>8</b>
<b>KOS</b>	BRITANNIA AIRWAYS	C	8	0	0	63	0	0	38	0	0	38	38	44	8
	MONARCH AIRLINES	C	7	0	1	0	0	29	71	0	0	89	14	76	7
<b>TOTAL KOS</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>59</b>	<b>15</b>
<b>RHODES</b>	BRITANNIA AIRWAYS	C	8	0	1	13	13	38	38	0	0	53	43	44	7
	MONARCH AIRLINES	C	9	0	1	33	0	56	11	0	0	36	100	-8	7
<b>TOTAL RHODES</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>6</b>	<b>47</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>71</b>	<b>18</b>	<b>14</b>
<b>SALONIKA</b>	BRITANNIA AIRWAYS	C	9	0	0	67	0	22	11	0	0	29	0	74	9
<b>TOTAL SALONIKA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>74</b>	<b>9</b>
<b>ZAKINTHOS</b>	AIR 2000	C	9	0	1	56	22	22	0	0	0	22	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	12	100	1	9
<b>TOTAL ZAKINTHOS</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>29</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>1</b>	<b>9</b>
<b>TOTAL GREECE</b>			<b>109</b>	<b>0</b>	<b>7</b>	<b>51</b>	<b>17</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>48</b>	<b>36</b>	<b>97</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	117	6	2	89	9	0	2	0	0	4	97	-3	125
<b>TOTAL DUBLIN</b>			<b>117</b>	<b>6</b>	<b>2</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>-3</b>	<b>125</b>
KERRY COUNTY	BA CITIEXPRESS (IOM) LTD	S	36	2	1	86	3	3	8	0	0	3	0	0	0
<b>TOTAL KERRY COUNTY</b>			<b>36</b>	<b>2</b>	<b>1</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>-5</b>	<b>10</b>
WATERFORD	SCOT AIRWAYS	S	102	1	5	85	9	3	3	0	0	5	0	0	0
<b>TOTAL WATERFORD</b>			<b>102</b>	<b>1</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>255</b>	<b>9</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>-3</b>	<b>135</b>
<b>ITALY</b>															
NAPLES	AIR FOYLE PASSENGER AIRLINES	C	7	0	0	14	14	14	57	0	0	63	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	13	0	0	17	25	30	8
<b>TOTAL NAPLES</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>7</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>23</b>	<b>16</b>
PALERMO	AIR FOYLE PASSENGER AIRLINES	C	7	0	1	0	0	71	29	0	0	63	0	0	0
<b>TOTAL PALERMO</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	BRITANNIA AIRWAYS	C	9	0	1	33	22	11	33	0	0	42	17	62	6
	BRITISH WORLD AIRLINES LTD	C	7	0	1	57	14	29	0	0	0	13	0	0	0
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>17</b>	<b>62</b>	<b>6</b>
<b>TOTAL ITALY</b>			<b>38</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>13</b>	<b>24</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>32</b>	<b>34</b>	<b>22</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	4	0	2	25	25	50	0	0	0	21	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	25	25	50	0	0	0	34	38	27	8
<b>TOTAL MALTA</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>69</b>	<b>14</b>	<b>16</b>
<b>TOTAL MALTA</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>69</b>	<b>14</b>	<b>16</b>
<b>NETHERLANDS</b>															
AMSTERDAM	SCOT AIRWAYS	S	174	0	11	90	6	4	0	0	0	1	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>174</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>1</b>
<b>TOTAL NETHERLANDS</b>			<b>174</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>1</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	16	0	0	88	6	6	0	0	0	-6	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	14	0	87	9
	MONARCH AIRLINES	C	15	0	1	73	13	13	0	0	0	13	89	0	18
<b>TOTAL FARO</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>22</b>	<b>36</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>22</b>	<b>36</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	-3	89	2	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FUNCHAL			10	0	0	100	0	0	0	0	0	-3	89	2	9
TOTAL PORTUGAL(MADEIRA)			10	0	0	100	0	0	0	0	0	-3	89	2	9
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	7	0	1	57	14	29	0	0	0	18	0	0	0
	AIR FOYLE PASSENGER AIRLINES	C	6	4	0	33	17	17	33	0	0	46	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	60	20	0	20	0	0	32	75	50	8
	MONARCH AIRLINES	C	8	0	0	63	0	13	25	0	0	42	78	5	18
	MONARCH AIRLINES	S	34	0	0	65	9	9	18	0	0	25	28	39	36
TOTAL ALICANTE			65	4	1	60	11	11	18	0	0	29	48	30	62
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	18	57	24	7
TOTAL ALMERIA			8	0	0	63	13	25	0	0	0	18	57	24	7
IBIZA	AIR 2000	C	9	0	1	89	11	0	0	0	0	-4	0	0	0
	BRITANNIA AIRWAYS	C	35	0	2	49	43	9	0	0	0	14	38	23	32
TOTAL IBIZA			44	0	3	57	36	7	0	0	0	11	38	23	32
MAHON	AIR 2000	C	9	0	1	100	0	0	0	0	0	-4	71	13	7
	BRITANNIA AIRWAYS	C	17	0	2	53	29	6	12	0	0	21	75	7	16
	MONARCH AIRLINES	S	18	0	0	94	0	6	0	0	0	3	39	35	18
	MONARCH AIRLINES	C	8	0	0	50	38	0	13	0	0	17	25	27	8
TOTAL MAHON			52	0	3	75	15	4	6	0	0	10	52	23	50
MALAGA	AIR 2000	C	8	0	4	75	13	13	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	44	60	15	10
	MONARCH AIRLINES	S	34	0	0	71	3	6	21	0	0	21	50	28	26
TOTAL MALAGA			50	0	4	68	8	6	18	0	0	23	50	29	38
PALMA DE MALLORCA	AIR 2000	C	9	0	1	22	44	33	0	0	0	28	50	42	10
	BRITANNIA AIRWAYS	C	47	1	3	89	4	6	0	0	0	7	59	21	41
	MONARCH AIRLINES	S	18	0	0	50	17	17	17	0	0	30	50	29	18
	MONARCH AIRLINES	C	15	0	0	47	7	13	27	7	0	51	70	28	23
TOTAL PALMA DE MALLORCA			89	2	4	67	11	12	8	1	0	21	59	27	92
REUS	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	20	0	0	24	25	48	8
TOTAL REUS			10	0	0	70	10	0	20	0	0	24	25	48	8
TOTAL SPAIN			319	7	15	66	15	9	10	0	0	20	51	27	291
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	75	25	0	0	0	0	-20	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	11	71	9	7
TOTAL ARRECIFE			16	0	0	69	31	0	0	0	0	-4	71	9	7
FUERTEVENTURA	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	3	75	15	8
TOTAL FUERTEVENTURA			10	0	0	90	10	0	0	0	0	3	75	15	8
LAS PALMAS	AIR 2000	C	7	0	1	57	14	14	14	0	0	23	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	5	100	5	8
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	-7	82	15	11
TOTAL LAS PALMAS			25	0	1	88	4	4	4	0	0	5	89	11	19

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	75	13	13	0	0	0	4	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	9	0	67	10
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	12	75	20	8
	MONARCH AIRLINES	S	18	0	0	78	0	17	6	0	0	14	89	2	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>24</b>	<b>38</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>18</b>	<b>72</b>	
<b>SWITZERLAND</b>															
ZURICH	EASYJET SWITZERLAND	C	8	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL ZURICH</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	75	0	13	13	0	0	19	50	26	8
<b>TOTAL MONASTIR</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>19</b>	<b>50</b>	<b>26</b>	<b>8</b>
<b>TOTAL TUNISIA</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>19</b>	<b>50</b>	<b>26</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	BRITANNIA AIRWAYS	C	9	0	1	44	22	0	33	0	0	36	11	143	9
<b>TOTAL ANTALYA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>11</b>	<b>143</b>	<b>9</b>
DALAMAN	MONARCH AIRLINES	C	9	1	1	100	0	0	0	0	0	-5	89	3	9
<b>TOTAL DALAMAN</b>			<b>9</b>	<b>1</b>	<b>1</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>3</b>	<b>9</b>
IZMIR (ADNAM MENDERES)	SUNWAYS	C	2	2	0	0	100	0	0	0	0	25	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>-9</b>	<b>3</b>
<b>TOTAL TURKEY</b>			<b>20</b>	<b>3</b>	<b>2</b>	<b>65</b>	<b>20</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>61</b>	<b>21</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	66	0	0	94	6	0	0	0	0	1	87	7	130
<b>TOTAL BELFAST CITY</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>130</b>
BELFAST INTERNATIONAL	EUROPEAN AIR CHARTER	S	65	2	25	66	9	9	14	2	0	23	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>65</b>	<b>2</b>	<b>25</b>	<b>66</b>	<b>9</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	MONARCH AIRLINES	C	3	1	0	100	0	0	0	0	0	-12	0	0	0
<b>TOTAL GATWICK</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-12</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	38	0	0	89	0	3	8	0	0	3	85	11	34
<b>TOTAL ISLE OF MAN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>11</b>	<b>34</b>
JERSEY	BMI BRITISH MIDLAND	S	26	0	0	46	15	31	8	0	0	22	71	24	24
	CITY FLYER EXPRESS	C	8	0	0	100	0	0	0	0	0	-2	100	-63	1
<b>TOTAL JERSEY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>20</b>	<b>26</b>
<b>TOTAL UNITED KINGDOM</b>			<b>207</b>	<b>4</b>	<b>26</b>	<b>78</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>9</b>	<b>194</b>
<b>USA</b>															
ORLANDO	MONARCH AIRLINES	C	9	0	3	89	11	0	0	0	0	1	88	-34	17
<b>TOTAL ORLANDO</b>			<b>9</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>-34</b>	<b>17</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
		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 USA		9	0	3	89	11	0	0	0	0	1	88	-34	17
TOTAL LUTON		1630	32	111	74	11	8	6	1	0	13	69	17	1316

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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	MY TRAVEL AIRWAYS UK	C	5	0	0	0	0	0	20	80	0	201	40	93	10
TOTAL ANTIGUA			5	0	0	0	0	0	20	80	0	201	40	93	10
TOTAL ANTIGUA AND BARBUDA			5	0	0	0	0	0	20	80	0	201	40	93	10
<b>AUSTRIA</b>															
INNSBRUCK	BRITISH WORLD AIRLINES LTD	C	4	0	0	50	0	0	50	0	0	72	0	44	2
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	-19	0	0	0
TOTAL INNSBRUCK			6	0	0	67	0	0	33	0	0	42	0	44	2
SALZBURG	AIR 2000	C	4	0	2	75	25	0	0	0	0	8	10	43	10
	BRITISH WORLD AIRLINES LTD	C	4	0	0	25	25	0	50	0	0	60	100	-3	2
	EXCALIBUR AIRWAYS	C	3	0	1	100	0	0	0	0	0	-11	0	0	0
	LEISURE INTERNATIONAL	C	20	0	2	85	0	5	10	0	0	1	13	148	15
TOTAL SALZBURG			31	0	5	77	6	3	13	0	0	8	22	90	32
VIENNA	LAUDA-AIR	S	54	0	0	91	7	0	0	0	2	9	74	8	54
TOTAL VIENNA			54	0	0	91	7	0	0	0	2	9	74	8	54
TOTAL AUSTRIA			91	0	5	85	7	1	7	0	1	11	53	38	88
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	4	0	0	75	0	25	0	0	0	6	40	58	5
	MY TRAVEL AIRWAYS UK	C	14	0	0	93	7	0	0	0	0	3	0	0	0
TOTAL BRIDGETOWN			18	0	0	89	6	6	0	0	0	4	33	39	15
TOTAL BARBADOS			18	0	0	89	6	6	0	0	0	4	33	39	15
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	95	0	1	89	3	1	6	0	0	6	93	1	146
	SABENA	S	54	0	4	61	26	4	9	0	0	16	73	9	147
TOTAL BRUSSELS			149	0	5	79	11	2	7	0	0	9	85	4	341
TOTAL BELGIUM			149	0	5	79	11	2	7	0	0	9	85	4	341
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	50	13	25	13	0	0	23	0	0	0
TOTAL BURGAS			8	0	0	50	13	25	13	0	0	23	21	83	14
VARNA	AIR FOYLE PASSENGER AIRLINES	C	7	0	1	0	0	14	43	43	0	159	0	0	0
TOTAL VARNA			7	0	1	0	0	14	43	43	0	159	47	26	19
TOTAL BULGARIA			15	0	1	27	7	20	27	20	0	86	36	50	33
<b>CANADA</b>															
TORONTO	AIR CANADA	S	38	0	0	87	3	5	5	0	0	6	86	4	36
	AIR CLUB INTERNATIONAL	C	10	0	0	0	20	40	20	20	0	87	0	0	0
	AIR TRANSAT	C	20	0	0	55	20	25	0	0	0	16	71	9	21
	CANADA 3000 AIRLINES	C	16	0	0	63	0	0	31	6	0	46	56	14	16
	ROYAL AIRLINES	C	2	0	0	0	0	0	100	0	0	76	0	0	0
TOTAL TORONTO			87	0	0	63	8	13	13	3	0	26	76	8	99



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VANCOUVER	AIR CLUB INTERNATIONAL	C	6	0	0	17	17	17	0	50	0	117	0	0	0
	AIR TRANSAT	C	8	0	0	63	13	25	0	0	0	5	0	0	0
	CANADA 3000 AIRLINES	C	4	0	0	100	0	0	0	0	0	-15	0	0	0
<b>TOTAL VANCOUVER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>40</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>9</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>11</b>	<b>107</b>
<b>CROATIA</b>															
PULA	CROATIA AIRLINES	C	6	0	1	83	0	0	0	17	0	34	0	0	0
<b>TOTAL PULA</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>34</b>	<b>17</b>	<b>19</b>	<b>6</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	9	0	1	89	0	11	0	0	0	3	56	47	18
	BRITANNIA AIRWAYS	C	17	1	0	71	6	12	6	6	0	28	44	25	18
	CALEDONIAN AIRWAYS	C	18	0	0	17	28	33	22	0	0	47	56	14	18
	CYPRUS AIRWAYS	S	26	0	0	35	23	35	4	0	4	54	62	14	26
	LEISURE INTERNATIONAL	C	7	0	1	57	29	14	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	30	0	0	67	17	10	7	0	0	10	50	128	10
	MY TRAVEL AIRWAYS UK	C	19	0	0	47	16	21	16	0	0	29	21	52	24
<b>TOTAL LARNACA</b>			<b>127</b>	<b>1</b>	<b>7</b>	<b>51</b>	<b>17</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>47</b>	<b>39</b>	<b>136</b>
PAPHOS	AIR 2000	C	26	0	0	69	12	4	15	0	0	20	38	44	8
	BRITANNIA AIRWAYS	C	34	0	0	62	12	6	18	3	0	26	54	17	24
	CALEDONIAN AIRWAYS	C	5	0	0	80	0	20	0	0	0	-3	100	-22	8
	CYPRUS AIRWAYS	S	10	0	0	60	10	10	20	0	0	21	40	33	10
	MONARCH AIRLINES	C	14	0	0	21	14	50	14	0	0	42	27	82	26
	<b>TOTAL PAPHOS</b>			<b>89</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>13</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>41</b>	<b>60</b>
<b>TOTAL CYPRUS</b>			<b>216</b>	<b>2</b>	<b>7</b>	<b>54</b>	<b>15</b>	<b>18</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>45</b>	<b>47</b>	<b>222</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	28	0	0	93	7	0	0	0	0	-3	100	-6	28
<b>TOTAL PRAGUE</b>			<b>28</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>97</b>	<b>2</b>	<b>29</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>28</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>97</b>	<b>2</b>	<b>29</b>
<b>DENMARK</b>															
BILLUND	NEWAIR AIR SERVICE	S	100	0	0	91	5	4	0	0	0	0	81	6	88
<b>TOTAL BILLUND</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>88</b>
COPENHAGEN	AER LINGUS	S	54	0	0	87	9	2	2	0	0	1	94	0	54
	SAS	S	165	0	3	93	4	3	1	0	0	2	97	0	116
<b>TOTAL COPENHAGEN</b>			<b>219</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>0</b>	<b>174</b>
<b>TOTAL DENMARK</b>			<b>319</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>262</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	16	0	0	50	19	19	6	6	0	34	13	104	8
	LEISURE INTL AIRWAYS LTD	C	6	0	0	50	33	17	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	1	0	0	0

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				Actual (7)	Plan (8)										
TOTAL PUERTO PLATA			26	0	0	58	19	15	4	4	0	25	13	104	8
PUNTA CANA	BRITANNIA AIRWAYS	C	3	0	0	33	0	67	0	0	0	32	0	0	0
TOTAL PUNTA CANA			3	0	0	33	0	67	0	0	0	32	0	0	0
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	42	50	20	4
	LEISURE INTL AIRWAYS LTD	C	3	0	1	67	33	0	0	0	0	-4	0	0	0
TOTAL SANTO DOMINGO			11	0	1	64	18	0	18	0	0	29	50	20	4
TOTAL DOMINICAN REPUBLIC			40	0	1	58	18	15	8	3	0	26	25	76	12
EGYPT															
CAIRO	EGYPT AIR	S	8	0	2	38	25	13	25	0	0	33	0	0	0
TOTAL CAIRO			8	0	2	38	25	13	25	0	0	33	0	0	0
LUXOR	MONARCH AIRLINES	C	18	0	0	22	33	17	28	0	0	39	0	0	0
TOTAL LUXOR			18	0	0	22	33	17	28	0	0	39	63	49	8
TOTAL EGYPT			26	0	2	27	31	15	27	0	0	37	63	49	8
FINLAND															
HELSINKI	FINNAIR	S	62	0	0	84	11	2	3	0	0	5	94	2	62
TOTAL HELSINKI			62	0	0	84	11	2	3	0	0	5	94	2	62
TOTAL FINLAND			62	0	0	84	11	2	3	0	0	5	94	2	62
FRANCE															
AJACCIO	EUROPEAN AIR CHARTER	C	2	0	0	0	0	100	0	0	0	37	50	10	4
TOTAL AJACCIO			2	0	0	0	0	100	0	0	0	37	50	10	4
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	28	6	17	50	0	0	56	0	0	0
TOTAL BEAUVAIS			18	0	0	28	6	17	50	0	0	56	61	10	18
LYON	AIR LITTORAL	S	74	0	6	81	12	3	4	0	0	4	88	2	75
TOTAL LYON			74	0	6	81	12	3	4	0	0	4	88	2	75
METZ	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	41	0	0	0
TOTAL METZ			2	0	0	0	50	50	0	0	0	41	0	0	0
NANTES	REGIONAL COMPAGNIE AERIENN	S	44	0	12	91	2	2	2	0	2	12	61	13	38
TOTAL NANTES			44	0	12	91	2	2	2	0	2	12	61	13	38
NICE	BRITISH AIRWAYS PLC	S	8	0	0	63	0	38	0	0	0	14	63	17	8
	EUROPEAN AIR CHARTER	C	4	0	4	25	25	0	50	0	0	83	50	25	2
TOTAL NICE			12	0	4	50	8	25	17	0	0	37	57	20	14
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	208	0	0	88	9	3	0	0	0	2	95	-1	203
	BRITISH AIRWAYS PLC	S	272	0	2	94	4	2	0	0	0	-1	87	3	271
TOTAL PARIS (CHARLES DE GAULLE)			480	0	2	91	6	2	0	0	0	0	90	2	477
TARBES-LOURDES INTERNATIONAL	AIR 2000	C	14	0	2	79	7	7	7	0	0	6	57	-1	7
	EUROPEAN AIR CHARTER	C	3	0	1	67	33	0	0	0	0	5	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			17	0	3	76	12	6	6	0	0	6	40	19	20
TOTAL FRANCE			649	0	27	87	7	4	3	0	0	4	85	3	647

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GERMANY</b>															
<b>TOTAL COLOGNE (BONN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	160	0	1	94	4	3	0	0	0	-1	89	0	116
	LUFTHANSA	S	106	0	0	75	19	6	1	0	0	8	92	1	100
<b>TOTAL DUSSELDORF</b>			<b>266</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>1</b>	<b>216</b>
<b>FRANKFURT MAIN</b>	BRITISH AIRWAYS PLC	S	114	0	0	94	4	3	0	0	0	-1	96	1	112
	LUFTHANSA	S	124	0	0	80	16	2	2	0	0	9	87	4	124
<b>TOTAL FRANKFURT MAIN</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>3</b>	<b>236</b>
<b>HAMBURG</b>	LUFTHANSA CITY LINE	S	105	1	1	82	15	3	0	0	0	3	93	1	54
<b>TOTAL HAMBURG</b>			<b>105</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>-1</b>	<b>100</b>
<b>HANOVER</b>	BRITISH AIRWAYS PLC	S	62	0	0	82	8	6	3	0	0	4	95	-4	62
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>-3</b>	<b>63</b>
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	62	0	0	81	18	2	0	0	0	4	95	1	92
	LUFTHANSA CITY LINE	S	108	0	0	80	11	6	3	0	0	8	89	4	54
<b>TOTAL MUNICH</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>2</b>	<b>146</b>
<b>STUTT GART</b>	LUFTHANSA CITY LINE	S	52	0	2	83	12	6	0	0	0	8	0	0	0
<b>TOTAL STUTT GART</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>5</b>	<b>54</b>
<b>TOTAL GERMANY</b>			<b>895</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>1</b>	<b>867</b>
<b>GIBRALTAR</b>															
<b>GIBRALTAR</b>	GB AIRWAYS LTD	S	18	0	0	61	33	6	0	0	0	12	43	36	14
<b>TOTAL GIBRALTAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>36</b>	<b>14</b>
<b>TOTAL GIBRALTAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>36</b>	<b>14</b>
<b>GREECE</b>															
<b>ATHENS</b>	AIR FOYLE PASSENGER AIRLINES	C	9	1	0	22	33	0	33	11	0	75	0	0	0
	AIR TRANSAT	C	2	0	0	50	50	0	0	0	0	7	0	0	0
	AIRWORLD AVIATION LTD	C	3	0	0	100	0	0	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	7	0	1	14	43	43	0	0	0	26	27	48	11
	LEISURE INTERNATIONAL	C	4	0	0	0	0	0	75	25	0	129	25	60	8
	MONARCH AIRLINES	C	8	0	0	63	25	0	13	0	0	13	75	11	8
<b>TOTAL ATHENS</b>			<b>33</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>27</b>	<b>9</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>66</b>	<b>29</b>	<b>90</b>
<b>CHANIA</b>	AIR 2000	C	10	0	0	30	30	20	20	0	0	37	10	46	10
	LEISURE INTERNATIONAL	C	10	0	0	30	20	30	20	0	0	31	0	46	1
	MY TRAVEL AIRWAYS UK	C	7	0	1	0	14	14	71	0	0	77	0	0	0
<b>TOTAL CHANIA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>51</b>	<b>33</b>
<b>CORFU</b>	AIR 2000	C	43	0	3	51	28	12	9	0	0	16	60	28	42
	BMI BRITISH MIDLAND	C	2	1	0	0	0	100	0	0	0	49	0	0	0
	BRITANNIA AIRWAYS	C	38	0	0	58	11	13	16	0	3	37	37	55	43
	EXCALIBUR AIRWAYS	C	7	0	1	0	14	57	29	0	0	45	0	197	2
	LEISURE INTERNATIONAL	C	10	0	0	60	10	30	0	0	0	14	20	67	10
	MONARCH AIRLINES	C	11	0	1	73	0	27	0	0	0	13	29	46	17
	MY TRAVEL AIRWAYS UK	C	40	1	2	20	10	20	38	10	3	91	0	0	0

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				Actual (7)	Plan (8)										
CORFU	TRANSAER	C	10	0	1	0	0	20	70	10	0	118	0	0	0
<b>TOTAL CORFU</b>			<b>163</b>	<b>2</b>	<b>8</b>	<b>41</b>	<b>14</b>	<b>20</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>47</b>	<b>47</b>	<b>45</b>	172
HERAKLION	AIR 2000	C	18	0	0	72	22	0	6	0	0	12	53	22	34
	AIRWORLD AVIATION LTD	C	15	0	1	53	27	20	0	0	0	15	0	0	0
	BRITANNIA AB	C	8	0	0	50	13	13	25	0	0	35	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	6	28	22	33	11	0	71	52	34	27
	CALEDONIAN AIRWAYS	C	13	0	0	62	15	23	0	0	0	13	10	39	10
	MONARCH AIRLINES	C	8	0	0	38	25	38	0	0	0	20	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	28	6	6	28	11	22	186	13	52	16
	TRANSAER	C	10	0	0	10	20	70	0	0	0	39	100	-1	2
<b>TOTAL HERAKLION</b>			<b>108</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>19</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>56</b>	<b>41</b>	<b>43</b>	145
KALAMATA	BRITANNIA AB	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	GB AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	16	0	0	0
<b>TOTAL KALAMATA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
KAVALLA	BRITANNIA AIRWAYS	C	8	1	1	88	13	0	0	0	0	-4	89	0	9
	MY TRAVEL AIRWAYS UK	C	8	0	1	38	50	0	13	0	0	20	0	0	0
<b>TOTAL KAVALLA</b>			<b>17</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>29</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>22</b>	21
KEFALLINIA	AIR 2000	C	8	0	0	38	25	13	25	0	0	30	44	20	9
	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	50	25	0	25	0	0	47	0	0	0
	BRITANNIA AIRWAYS	C	15	0	0	7	0	40	47	7	0	88	47	30	15
	MONARCH AIRLINES	C	9	0	1	67	11	11	11	0	0	16	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>40</b>	<b>28</b>	43
KOS	AIR 2000	C	21	0	0	67	14	10	5	5	0	23	61	11	28
	BRITANNIA AB	C	9	0	2	0	0	44	44	0	11	118	0	0	0
	BRITANNIA AIRWAYS	C	22	0	0	23	9	27	27	14	0	72	36	29	22
	CALEDONIAN AIRWAYS	C	2	0	6	100	0	0	0	0	0	-18	0	0	0
	EXCALIBUR AIRWAYS	C	8	0	9	50	38	13	0	0	0	14	0	0	0
	LEISURE INTERNATIONAL	C	4	0	1	0	0	0	100	0	0	133	22	50	9
	MY TRAVEL AIRWAYS UK	C	22	0	1	0	5	18	55	23	0	119	0	0	0
<b>TOTAL KOS</b>			<b>89</b>	<b>0</b>	<b>19</b>	<b>29</b>	<b>10</b>	<b>19</b>	<b>30</b>	<b>10</b>	<b>1</b>	<b>72</b>	<b>35</b>	<b>35</b>	96
MITILINI	AIR 2000	C	7	0	1	29	29	29	0	14	0	56	71	21	7
	BRITANNIA AIRWAYS	C	7	0	0	57	29	14	0	0	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	1	17	0	17	17	33	17	210	0	0	0
<b>TOTAL MITILINI</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>19</b>	<b>19</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>91</b>	<b>45</b>	<b>32</b>	22
PREVEZA	AIR 2000	C	9	0	1	22	33	11	33	0	0	35	0	0	0
	AIR FOYLE PASSENGER AIRLINES	C	6	0	0	0	0	17	33	50	0	151	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	67	33	0	0	0	0	8	43	30	7
	TRANSAER	C	7	0	1	43	14	14	0	14	14	98	100	5	7
<b>TOTAL PREVEZA</b>			<b>31</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>23</b>	<b>10</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>64</b>	<b>63</b>	<b>19</b>	24
RHODES	AIR 2000	C	17	0	2	53	18	24	6	0	0	19	40	40	25
	AIR OPERATIONS EUROPE	C	2	0	0	0	100	0	0	0	0	25	0	0	0
	AIRTOURS INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	8	20	46	15
	AIRWORLD AVIATION LTD	C	10	0	0	40	10	30	20	0	0	38	0	0	0
	BRITANNIA AB	C	4	0	1	0	0	0	100	0	0	94	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	19	12	15	42	4	8	103	46	56	26

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				Actual (7)	Plan (8)										
RHODES	CALEDONIAN AIRWAYS	C	6	0	0	67	0	33	0	0	0	13	33	41	18
	LEISURE INTERNATIONAL	C	3	0	0	0	0	0	100	0	0	99	0	128	3
	MONARCH AIRLINES	C	12	0	0	25	25	42	8	0	0	32	42	39	12
	MY TRAVEL AIRWAYS UK	C	16	0	0	19	13	38	31	0	0	46	0	197	10
<b>TOTAL RHODES</b>			<b>98</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>15</b>	<b>24</b>	<b>28</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>30</b>	<b>65</b>	<b>120</b>
SALONIKA	AIRWORLD AVIATION LTD	C	7	0	1	43	29	29	0	0	0	22	0	0	0
	BRITANNIA AB	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	BRITANNIA AIRWAYS	C	27	0	0	56	22	15	7	0	0	23	52	34	23
	MY TRAVEL AIRWAYS UK	C	7	0	1	0	0	14	86	0	0	95	0	0	0
<b>TOTAL SALONIKA</b>			<b>43</b>	<b>1</b>	<b>2</b>	<b>47</b>	<b>19</b>	<b>16</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>46</b>	<b>42</b>	<b>37</b>
SAMOS	MONARCH AIRLINES	C	8	0	0	25	38	38	0	0	0	23	20	31	10
<b>TOTAL SAMOS</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>0</b>	<b>23</b>	<b>20</b>	<b>31</b>	<b>15</b>
SKIATHOS	AIRWORLD AVIATION LTD	C	7	0	1	43	0	43	14	0	0	28	0	0	0
	BRITANNIA AB	C	5	0	3	80	20	0	0	0	0	-3	0	0	0
	GB AIRWAYS LTD	C	3	1	1	33	33	33	0	0	0	24	33	89	6
	LEISURE INTERNATIONAL	C	14	0	1	93	0	7	0	0	0	-5	60	19	5
	MONARCH AIRLINES	C	8	1	0	0	13	0	88	0	0	91	83	22	6
<b>TOTAL SKIATHOS</b>			<b>37</b>	<b>3</b>	<b>6</b>	<b>57</b>	<b>8</b>	<b>14</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>41</b>	<b>31</b>
THIRA (SANTORINI)	EXCALIBUR AIRWAYS	C	2	1	1	50	50	0	0	0	0	15	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	50	25	13	13	0	0	24	0	114	7
<b>TOTAL THIRA (SANTORINI)</b>			<b>10</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>102</b>	<b>12</b>
ZAKINTHOS	AIR 2000	C	17	0	1	65	12	0	24	0	0	27	65	19	17
	AIRTOURS INTERNATIONAL	C	2	0	0	50	0	0	50	0	0	64	36	36	14
	AIRWORLD AVIATION LTD	C	13	0	1	23	15	38	23	0	0	37	0	0	0
	BRITANNIA AB	C	6	1	2	67	17	0	17	0	0	23	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	76	6	18	0	0	0	12	44	37	18
	EXCALIBUR AIRWAYS	C	11	0	1	45	27	9	18	0	0	24	0	0	0
	LEISURE INTERNATIONAL	C	3	0	0	33	0	0	67	0	0	88	30	52	23
	MONARCH AIRLINES	C	14	0	2	36	0	50	14	0	0	33	29	37	7
	MY TRAVEL AIRWAYS UK	C	25	0	3	24	16	40	20	0	0	37	0	0	0
	TRANSAER	C	6	0	2	17	0	0	67	0	17	156	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>114</b>	<b>1</b>	<b>12</b>	<b>44</b>	<b>11</b>	<b>23</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>43</b>	<b>38</b>	<b>87</b>
<b>TOTAL GREECE</b>			<b>840</b>	<b>11</b>	<b>62</b>	<b>39</b>	<b>16</b>	<b>19</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>49</b>	<b>43</b>	<b>42</b>	<b>953</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	62	0	0	76	11	10	3	0	0	8	50	30	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>30</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>30</b>	<b>62</b>
<b>INDIA</b>															
GOA	CALEDONIAN AIRWAYS	C	6	1	2	67	0	17	17	0	0	14	50	16	4
<b>TOTAL GOA</b>			<b>6</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>16</b>	<b>4</b>
<b>TOTAL INDIA</b>			<b>6</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>16</b>	<b>4</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	38	0	0	89	0	5	5	0	0	0	92	-7	36
<b>TOTAL CONNAUGHT</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>-7</b>	<b>36</b>
CORK	AER LINGUS	S	16	0	0	100	0	0	0	0	0	-7	94	-5	18
	BRITISH REGIONAL AIRLINES LTD	S	106	0	2	88	7	3	3	0	0	4	98	-2	104
<b>TOTAL CORK</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>-2</b>	<b>124</b>
DUBLIN	AER LINGUS	S	368	1	0	93	4	2	1	0	0	2	96	-2	445
	RYANAIR	S	189	0	3	88	10	1	1	0	0	7	74	11	180
<b>TOTAL DUBLIN</b>			<b>557</b>	<b>1</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>2</b>	<b>714</b>
KERRY COUNTY	BRITISH REGIONAL AIRLINES LTD	S	8	0	0	88	0	13	0	0	0	-2	0	0	0
<b>TOTAL KERRY COUNTY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	90	3	2	2	3	0	7	0	0	0
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	24	0	0	88	0	4	8	0	0	6	94	-5	18
<b>TOTAL WATERFORD</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>-5</b>	<b>18</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>811</b>	<b>1</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>1</b>	<b>892</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	18	0	0	67	11	0	0	17	6	64	69	10	16
<b>TOTAL TEL AVIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>64</b>	<b>69</b>	<b>10</b>	<b>16</b>
<b>TOTAL ISRAEL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>64</b>	<b>69</b>	<b>10</b>	<b>16</b>
<b>ITALY</b>															
CATANIA (FONTANAROSSA)	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	20	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</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>	<b>0</b>
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	108	0	0	90	7	1	2	0	0	1	92	-1	106
<b>TOTAL MILAN (LINATE)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>-1</b>	<b>106</b>
MILAN (MALPENSA)	BRITISH WORLD AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	13	0	0	0
	LAUDA-AIR	S	46	0	0	93	0	0	4	2	0	10	0	0	0
	LEISURE INTERNATIONAL	C	12	0	0	75	8	0	17	0	0	18	58	26	12
<b>TOTAL MILAN (MALPENSA)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>42</b>	<b>41</b>	<b>19</b>
NAPLES	AIR 2000	C	7	0	1	14	14	57	14	0	0	38	29	54	7
	BRITANNIA AIRWAYS	C	20	0	0	60	0	5	25	10	0	46	61	13	18
	MONARCH AIRLINES	C	8	0	0	25	25	38	13	0	0	34	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	14	0	14	43	29	0	116	0	0	0
	SABENA	S	27	0	0	89	0	7	4	0	0	6	0	0	0
<b>TOTAL NAPLES</b>			<b>69</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>4</b>	<b>16</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>44</b>	<b>39</b>	<b>45</b>
PISA	BRITANNIA AB	C	4	0	0	0	25	0	75	0	0	78	0	0	0
	BRITISH AIRWAYS PLC	C	4	0	0	50	0	0	50	0	0	51	0	0	0
	BRITISH WORLD AIRLINES LTD	C	13	0	0	92	8	0	0	0	0	1	59	20	17
	EXCALIBUR AIRWAYS	C	6	0	0	17	50	33	0	0	0	27	0	87	6
<b>TOTAL PISA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>42</b>	<b>35</b>	<b>31</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
RIMINI	BRITANNIA AIRWAYS	C	8	0	0	0	25	50	25	0	0	49	0	0	0
	MONARCH AIRLINES	C	9	0	1	78	22	0	0	0	5	0	0	0	
<b>TOTAL RIMINI</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>24</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>26</b>	<b>41</b>	<b>57</b>	17	
ROME (CIAMPINO)	BRITISH WORLD AIRLINES LTD	C	18	0	0	56	33	6	6	0	10	94	-4	18	
<b>TOTAL ROME (CIAMPINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>-4</b>	18	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	53	0	1	74	23	2	2	0	7	88	-2	8	
	SABENA	S	127	0	4	70	16	7	5	2	19	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>180</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>15</b>	<b>84</b>	<b>5</b>	70	
TREVISO	AIR 2000	C	6	0	0	0	17	50	0	33	0	95	0	0	
<b>TOTAL TREVISO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>95</b>	<b>0</b>	0	
VENICE	BRITANNIA AIRWAYS	C	11	0	0	27	9	27	36	0	47	29	45	7	
	BRITISH AIRWAYS PLC	C	7	0	1	71	0	29	0	0	10	0	0	0	
	BRITISH REGIONAL AIRLINES LTD	C	4	0	0	75	25	0	0	0	6	0	0	0	
	BRITISH WORLD AIRLINES LTD	C	13	0	0	85	15	0	0	0	0	71	20	17	
	EXCALIBUR AIRWAYS	C	4	0	0	75	25	0	0	0	12	0	0	0	
	MONARCH AIRLINES	C	8	0	0	50	0	38	13	0	26	0	0	0	
<b>TOTAL VENICE</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>43</b>	40	
VERONA	AIR 2000	C	7	0	1	57	29	14	0	0	19	88	2	8	
	MONARCH AIRLINES	C	22	0	2	32	23	32	14	0	34	83	12	12	
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	14	14	43	0	56	0	0	0	
<b>TOTAL VERONA</b>			<b>36</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>22</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>35</b>	<b>68</b>	<b>14</b>	34	
<b>TOTAL ITALY</b>			<b>577</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>18</b>	<b>70</b>	<b>19</b>	382	
JAMAICA															
MONTEGO BAY	LEISURE INTL AIRWAYS LTD	C	8	0	0	25	25	0	38	13	0	83	0	206	8
<b>TOTAL MONTEGO BAY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>79</b>	<b>26</b>	<b>94</b>	23
<b>TOTAL JAMAICA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>79</b>	<b>26</b>	<b>94</b>	23
KENYA															
MOMBASA	AIR 2000	C	8	0	0	63	13	25	0	0	17	0	0	0	
	BRITANNIA AIRWAYS	C	7	1	0	71	14	14	0	0	10	60	22	10	
	CALEDONIAN AIRWAYS	C	11	0	0	45	9	27	18	0	29	50	48	10	
<b>TOTAL MOMBASA</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>35</b>	20	
NAIROBI	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	30	20	0	34	0	0	0	
<b>TOTAL NAIROBI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	0	
<b>TOTAL KENYA</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>55</b>	<b>35</b>	20	
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	46	0	0	93	4	2	0	0	0	0	0	0	
<b>TOTAL LUXEMBOURG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0	
<b>TOTAL LUXEMBOURG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0	
MALTA															
MALTA	AIR 2000	C	16	0	0	44	13	31	0	13	0	46	38	35	16

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				Actual (7)	Plan (8)										
MALTA	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	25	25	25	25	0	0	58	0	0	0
	AIR MALTA	S	36	0	0	72	22	6	0	0	4	90	3	20	
	AIR MALTA	C	12	0	0	67	0	33	0	0	18	63	18	30	
	AIRWORLD AVIATION LTD	C	2	0	0	100	0	0	0	0	4	0	0	0	
	BRITANNIA AIRWAYS	C	18	0	0	83	6	0	0	11	0	28	84	13	25
	CALEDONIAN AIRWAYS	C	8	0	0	75	0	25	0	0	2	50	21	8	
	MONARCH AIRLINES	C	8	0	0	0	50	38	13	0	0	33	40	27	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	13	13	0	44	31	0	110	0	0	0
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>60</b>	<b>22</b>	<b>137</b>
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>60</b>	<b>22</b>	<b>137</b>
<b>MOROCCO</b>															
AGADIR	AIRTOURS INTERNATIONAL	C	2	0	0	50	50	0	0	0	7	10	99	10	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	25	0	0	0	
	ROYAL AIR MAROC	C	17	0	1	82	12	6	0	0	2	13	59	8	
<b>TOTAL AGADIR</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>81</b>	<b>18</b>	
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	C	17	0	1	94	6	0	0	0	-5	75	-1	8	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>75</b>	<b>-1</b>	<b>8</b>	
<b>TOTAL MOROCCO</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>30</b>	<b>55</b>	<b>27</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	208	0	0	95	3	0	2	0	2	94	1	160	
	KLM UK LTD	S	238	0	2	94	4	2	0	0	0	0	0	0	
	SCOT AIRWAYS	S	71	0	13	58	32	10	0	0	11	70	-1	64	
<b>TOTAL AMSTERDAM</b>			<b>517</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>0</b>	<b>464</b>	
EINDHOVEN	B A S E BUSINESS AIRLINES	S	64	0	18	86	5	8	2	0	-1	0	0	0	
<b>TOTAL EINDHOVEN</b>			<b>64</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ROTTERDAM	BRITISH REGIONAL AIRLINES LTD	S	54	0	0	78	19	0	2	2	13	0	0	0	
<b>TOTAL ROTTERDAM</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>81</b>	<b>5</b>	<b>68</b>	
<b>TOTAL NETHERLANDS</b>			<b>635</b>	<b>0</b>	<b>33</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>3</b>	<b>608</b>	
<b>NORWAY</b>															
OSLO (FORNEBU)	SAS	S	9	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL OSLO (FORNEBU)</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>0</b>	<b>0</b>	
<b>TOTAL NORWAY</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>0</b>	<b>0</b>	
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	18	0	0	50	11	17	11	6	6	44	27	18	
	PAKISTAN INTL AIRLINES	S	16	1	0	38	13	13	25	0	13	26	57	19	
<b>TOTAL ISLAMABAD</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>12</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>9</b>	<b>35</b>	<b>42</b>	<b>37</b>	
<b>TOTAL PAKISTAN</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>12</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>9</b>	<b>35</b>	<b>42</b>	<b>37</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	38	0	2	58	13	16	13	0	0	42	28	24	
	AIR EUROPA	C	9	0	0	67	11	22	0	0	11	0	0	0	



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	25	25	0	50	0	0	41	0	120	4
	BRITANNIA AB	C	4	0	0	0	75	25	0	0	0	31	0	0	0
	BRITANNIA AIRWAYS	C	24	0	0	42	8	29	13	8	0	46	42	33	33
	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	1	0	0	0
	BRITISH WORLD AIRLINES LTD	C	6	0	0	67	17	0	17	0	0	23	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	80	10	10	0	0	0	9	0	33	4
	MONARCH AIRLINES	C	52	0	0	52	21	15	8	4	0	31	32	32	34
	MY TRAVEL AIRWAYS UK	C	26	0	0	27	19	19	35	0	0	58	0	0	0
	TRANSAER	C	15	0	1	40	13	13	20	7	7	87	0	55	2
<b>TOTAL FARO</b>			<b>199</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>47</b>	<b>32</b>	<b>200</b>
LISBON	AIRWORLD AVIATION LTD	C	7	0	1	29	29	43	0	0	26	0	0	0	
<b>TOTAL LISBON</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>29</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>100</b>	<b>9</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>206</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>47</b>	<b>34</b>	<b>214</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIRWORLD AVIATION LTD	C	10	0	0	70	20	10	0	0	0	0	0	0	
	EXCALIBUR AIRWAYS	C	20	0	0	90	5	0	5	0	0	-6	100	-13	8
	MONARCH AIRLINES	C	10	0	0	60	20	10	10	0	0	15	0	0	0
<b>TOTAL FUNCHAL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>21</b>	<b>28</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>21</b>	<b>28</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	9	50	8	4
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>8</b>	<b>4</b>
<b>TOTAL PUERTO RICO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>8</b>	<b>4</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	18	0	0	94	0	0	0	0	6	25	61	48	18
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>61</b>	<b>48</b>	<b>18</b>
<b>TOTAL RUMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>62</b>	<b>43</b>	<b>21</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	14	0	2	79	7	14	0	0	0	8	81	26	16
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>26</b>	<b>16</b>
<b>TOTAL RUSSIA</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>26</b>	<b>16</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	26	0	0	88	8	0	4	0	0	-1	77	2	26
<b>TOTAL SINGAPORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>77</b>	<b>2</b>	<b>26</b>
<b>TOTAL SINGAPORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>77</b>	<b>2</b>	<b>26</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	4	0	0	100	0	0	0	0	0	-13	83	1	6
<b>TOTAL LJUBLJANA</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>-13</b>	<b>83</b>	<b>1</b>	<b>6</b>
<b>TOTAL SLOVENIA</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>-13</b>	<b>83</b>	<b>1</b>	<b>6</b>

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	36	0	0	75	11	8	0	6	0	21	90	1	29
	AIR OPERATIONS EUROPE	C	10	0	0	0	0	40	40	0	20	204	25	118	4
	AIRTOURS INTERNATIONAL	C	4	0	0	75	25	0	0	0	0	4	48	39	33
	BRITANNIA AB	C	2	0	0	100	0	0	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	52	0	0	62	10	12	13	0	4	41	60	22	43
	BRITISH AIRWAYS PLC	C	4	0	0	50	50	0	0	0	0	12	0	0	0
	LEISURE INTERNATIONAL	C	20	0	0	55	25	15	5	0	0	17	56	17	9
	MONARCH AIRLINES	C	38	0	2	61	21	11	8	0	0	17	37	31	27
	MY TRAVEL AIRWAYS UK	C	32	0	1	25	6	22	41	6	0	66	0	0	0
	OASIS INTERNATIONAL	C	8	0	0	0	25	50	25	0	0	50	0	0	0
	VIVA	C	8	0	0	25	13	63	0	0	0	25	0	0	0
<b>TOTAL ALICANTE</b>			<b>214</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>14</b>	<b>17</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>41</b>	<b>48</b>	<b>44</b>	<b>176</b>
<b>ALMERIA</b>	AIRTOURS INTERNATIONAL	C	2	0	0	0	50	0	50	0	0	67	50	25	8
	BRITANNIA AIRWAYS	C	31	0	0	58	19	13	6	3	0	24	33	23	24
	MONARCH AIRLINES	C	6	0	0	83	17	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	14	0	0	0
<b>TOTAL ALMERIA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>38</b>	<b>29</b>	<b>40</b>
<b>GERONA</b>	AIR 2000	C	23	0	3	48	17	13	22	0	0	34	22	98	9
	BRITANNIA AB	C	8	0	0	25	0	50	25	0	0	57	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	73	0	4	15	0	8	51	47	41	17
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	25	0	0	0	17	63	51	8
	EXCALIBUR AIRWAYS	C	9	0	0	11	33	22	33	0	0	47	0	0	0
	LEISURE INTERNATIONAL	C	4	0	0	50	25	0	0	0	25	174	50	24	8
	MONARCH AIRLINES	C	9	0	0	22	11	67	0	0	0	33	100	-5	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	25	13	38	25	0	117	0	0	0
<b>TOTAL GERONA</b>			<b>95</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>13</b>	<b>20</b>	<b>18</b>	<b>2</b>	<b>3</b>	<b>53</b>	<b>55</b>	<b>50</b>	<b>65</b>
<b>IBIZA</b>	AIR 2000	C	35	0	4	57	14	14	11	3	0	27	62	38	39
	AIR FOYLE PASSENGER AIRLINES	C	9	0	1	11	22	33	11	22	0	72	14	33	7
	AIRWORLD AVIATION LTD	C	17	0	2	88	12	0	0	0	0	1	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	8	25	53	8
	BRITANNIA AB	C	2	0	0	0	0	0	100	0	0	150	0	0	0
	BRITANNIA AIRWAYS	C	89	1	3	57	16	16	10	0	1	23	59	33	80
	CALEDONIAN AIRWAYS	C	6	2	0	67	17	17	0	0	0	8	0	0	0
	LEISURE INTERNATIONAL	C	7	0	1	43	0	0	43	14	0	77	0	0	0
	MONARCH AIRLINES	C	24	0	1	54	17	17	8	4	0	25	65	18	17
	MY TRAVEL AIRWAYS UK	C	32	0	0	28	6	13	28	25	0	102	0	92	10
	OASIS INTERNATIONAL	C	8	0	0	13	25	38	25	0	0	46	0	0	0
	TRANSAER	C	11	0	3	55	18	18	9	0	0	17	0	0	0
<b>TOTAL IBIZA</b>			<b>243</b>	<b>3</b>	<b>15</b>	<b>52</b>	<b>14</b>	<b>15</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>45</b>	<b>52</b>	<b>211</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	54	0	0	94	2	2	2	0	0	2	96	-2	54
	IBERIA	S	62	0	0	98	2	0	0	0	0	-7	87	-1	62
<b>TOTAL MADRID</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>91</b>	<b>-2</b>	<b>116</b>
<b>MAHON</b>	AIR 2000	C	26	0	2	62	23	12	4	0	0	16	24	50	33
	AIRTOURS INTERNATIONAL	C	4	0	0	25	25	0	50	0	0	69	33	56	30
	BRITANNIA AB	C	11	0	1	18	9	0	36	27	9	181	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MAHON	BRITANNIA AIRWAYS	C	43	2	0	53	21	7	2	16	0	54	29	37	41
	CALEDONIAN AIRWAYS	C	8	0	0	38	38	25	0	0	0	18	0	0	0
	EXCALIBUR AIRWAYS	C	16	0	0	69	25	6	0	0	0	6	0	0	0
	LEISURE INTERNATIONAL	C	15	1	1	67	0	13	13	7	0	35	29	26	7
	MONARCH AIRLINES	C	18	0	2	56	22	6	11	6	0	28	61	17	33
	MY TRAVEL AIRWAYS UK	C	36	1	0	36	14	6	25	17	3	88	12	50	17
	TRANSAER	C	6	0	0	0	0	0	67	33	0	146	33	52	6
<b>TOTAL MAHON</b>			<b>183</b>	<b>4</b>	<b>6</b>	<b>49</b>	<b>18</b>	<b>8</b>	<b>14</b>	<b>11</b>	<b>56</b>	<b>32</b>	<b>42</b>	<b>196</b>	
MALAGA	AIR 2000	C	40	0	0	40	30	25	5	0	0	23	65	24	62
	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	100	0	0	0	0	0	2	27	137	15
	AIR OPERATIONS EUROPE	C	13	0	1	15	38	15	23	0	8	109	0	207	16
	AIRWORLD AVIATION LTD	C	16	0	0	44	13	31	13	0	0	27	0	0	0
	BRITANNIA AB	C	14	0	0	57	7	7	21	7	0	37	0	0	0
	BRITANNIA AIRWAYS	C	24	0	0	58	17	8	8	8	0	41	29	47	28
	EXCALIBUR AIRWAYS	C	20	2	0	60	15	5	20	0	0	21	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	38	13	25	25	0	0	38	44	19	9
	MONARCH AIRLINES	C	51	0	5	45	24	24	8	0	0	24	23	33	35
	MY TRAVEL AIRWAYS UK	C	24	0	0	21	8	38	29	4	0	63	0	0	0
	SPANAIR	C	2	0	0	100	0	0	0	0	0	-7	0	0	0
	VIVA	C	8	0	0	25	13	63	0	0	0	38	0	0	0
<b>TOTAL MALAGA</b>			<b>226</b>	<b>2</b>	<b>15</b>	<b>44</b>	<b>19</b>	<b>22</b>	<b>13</b>	<b>2</b>	<b>35</b>	<b>42</b>	<b>53</b>	<b>241</b>	
MURCIA SAN JAVIER	EXCALIBUR AIRWAYS	C	8	0	0	50	13	38	0	0	0	19	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>38</b>	<b>8</b>	
PALMA DE MALLORCA	AIR 2000	C	92	0	6	51	24	16	9	0	0	20	56	33	75
	AIR EUROPA	C	22	0	2	41	18	23	18	0	0	30	24	39	17
	AIRTOURS INTERNATIONAL	C	3	0	0	33	0	0	67	0	0	84	27	68	70
	AIRWORLD AVIATION LTD	C	34	0	2	71	15	9	6	0	0	13	0	0	0
	BMI BRITISH MIDLAND	C	5	0	0	60	40	0	0	0	0	10	38	25	8
	BRITANNIA AB	C	4	2	0	50	0	0	50	0	0	62	0	0	0
	BRITANNIA AIRWAYS	C	147	2	2	64	16	7	7	4	1	31	36	50	149
	CALEDONIAN AIRWAYS	C	19	0	0	74	16	5	5	0	0	9	55	27	11
	CENTENNIAL AIRLINES	C	2	0	0	0	100	0	0	0	0	23	29	98	14
	EXCALIBUR AIRWAYS	C	2	0	0	50	50	0	0	0	0	16	33	15	3
	GB AIRWAYS LTD	C	3	1	1	0	33	67	0	0	0	33	13	70	8
	MONARCH AIRLINES	C	62	0	3	52	18	19	11	0	0	20	36	36	78
	MY TRAVEL AIRWAYS UK	C	112	2	4	31	6	17	33	12	1	81	64	-2	25
	OASIS INTERNATIONAL	C	10	0	0	20	0	20	40	0	20	133	5	151	20
	SPANAIR	C	23	0	0	43	9	13	35	0	0	39	27	112	41
TRANSAER	C	4	0	1	100	0	0	0	0	0	-17	0	0	0	
VIVA	C	8	0	0	25	50	25	0	0	0	21	0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>552</b>	<b>7</b>	<b>23</b>	<b>51</b>	<b>16</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>38</b>	<b>37</b>	<b>55</b>	<b>578</b>	
REUS	AIR 2000	C	26	0	1	42	27	19	12	0	0	23	0	90	11
	AIRTOURS INTERNATIONAL	C	3	0	0	100	0	0	0	0	0	-12	56	38	9
	AIRWORLD AVIATION LTD	C	18	0	2	61	17	11	11	0	0	19	0	0	0
	BRITANNIA AB	C	4	0	0	0	0	25	75	0	0	93	0	0	0
	BRITANNIA AIRWAYS	C	33	0	0	64	3	12	15	6	0	33	35	66	17
EXCALIBUR AIRWAYS	C	3	0	0	100	0	0	0	0	0	10	0	0	0	

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
REUS	MONARCH AIRLINES	C	17	0	1	100	0	0	0	0	0	-7	44	36	25
	MY TRAVEL AIRWAYS UK	C	28	1	2	25	14	7	46	7	0	73	0	60	9
<b>TOTAL REUS</b>			<b>132</b>	<b>1</b>	<b>6</b>	<b>55</b>	<b>11</b>	<b>11</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>49</b>	<b>98</b>
<b>TOTAL SPAIN</b>			<b>1816</b>	<b>17</b>	<b>83</b>	<b>53</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>37</b>	<b>44</b>	<b>46</b>	<b>1758</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	8	0	0	50	0	25	0	25	0	62	56	17	16
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	0	0	13	88	0	0	129	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	61	33	6	0	0	0	13	39	50	18
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	0	25	0	0	19	75	0	12
	MONARCH AIRLINES	C	22	0	0	68	27	0	5	0	0	9	100	3	16
	MY TRAVEL AIRWAYS UK	C	24	0	0	38	13	0	33	8	8	97	6	61	18
	OASIS INTERNATIONAL	C	8	0	0	88	0	13	0	0	0	-4	88	-12	8
	TRANSAER	C	10	0	0	60	10	10	20	0	0	19	0	0	0
<b>TOTAL ARRECIFE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>16</b>	<b>6</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>43</b>	<b>53</b>	<b>26</b>	<b>104</b>
<b>FUERTEVENTURA</b>	AIR 2000	C	10	0	0	60	10	10	20	0	0	19	75	41	8
	AIRTOURS INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	-10	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	20	0	0	19	40	43	10
	MONARCH AIRLINES	C	10	0	0	60	20	20	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	1	0	69	6	6	19	0	0	22	0	118	16
	OASIS INTERNATIONAL	C	10	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>29</b>	<b>76</b>	<b>35</b>
<b>LAS PALMAS</b>	AIR 2000	C	28	0	0	79	0	14	7	0	0	5	44	35	39
	AIR EUROPA	C	22	0	0	45	32	14	9	0	0	19	0	40	1
	AIRWORLD AVIATION LTD	C	8	0	0	63	25	13	0	0	0	13	0	0	0
	BRITANNIA AIRWAYS	C	27	0	0	78	15	7	0	0	0	6	64	15	42
	CALEDONIAN AIRWAYS	C	18	0	4	94	0	6	0	0	0	4	47	24	19
	CENTENNIAL AIRLINES	C	2	0	0	50	0	50	0	0	0	5	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	50	10	20	20	0	0	19	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	10	40	0	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	15	0	0	13	20	13	47	7	0	73	18	43	17
	OASIS INTERNATIONAL	C	16	0	0	38	13	13	25	0	13	165	13	219	16
<b>TOTAL LAS PALMAS</b>			<b>157</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>13</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>39</b>	<b>55</b>	<b>153</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	42	0	0	69	19	10	0	2	0	11	69	28	51
	AIR EUROPA	C	10	0	1	20	40	20	20	0	0	37	29	55	14
	AIR FOYLE PASSENGER AIRLINES	C	2	0	1	50	0	50	0	0	0	21	0	0	0
	AIR OPERATIONS EUROPE	C	8	0	0	25	13	50	13	0	0	33	0	130	1
	BRITANNIA AIRWAYS	C	47	0	0	72	11	17	0	0	0	13	42	32	53
	CALEDONIAN AIRWAYS	C	18	0	0	67	33	0	0	0	0	12	62	16	26
	LEISURE INTERNATIONAL	C	4	0	0	50	50	0	0	0	0	13	20	45	10
	MONARCH AIRLINES	C	56	0	0	59	21	16	4	0	0	16	65	21	40
	MY TRAVEL AIRWAYS UK	C	18	0	0	28	17	6	39	0	11	112	60	26	10
	OASIS INTERNATIONAL	C	18	0	0	44	22	28	6	0	0	23	69	81	16
	SPANAIR	C	8	0	0	75	0	13	13	0	0	19	38	20	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>232</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>19</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>55</b>	<b>31</b>	<b>259</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>553</b>	<b>1</b>	<b>7</b>	<b>59</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>48</b>	<b>40</b>	<b>551</b>

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	7	0	0	57	0	0	29	0	14	153	75	11	4
TOTAL ST LUCIA (HEWANORRA)			7	0	0	57	0	0	29	0	14	153	75	11	4
TOTAL ST LUCIA			7	0	0	57	0	0	29	0	14	153	75	11	4
<b>SUDAN</b>															
KHARTOUM	SUDAN AIRWAYS	S	2	0	0	0	0	0	100	0	0	168	33	17	3
TOTAL KHARTOUM			2	0	0	0	0	0	100	0	0	168	33	17	3
TOTAL SUDAN			2	0	0	0	0	0	100	0	0	168	33	17	3
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	43	0	0	98	2	0	0	0	0	0	92	3	52
TOTAL STOCKHOLM (ARLANDA)			43	0	0	98	2	0	0	0	0	0	92	3	52
TOTAL SWEDEN			43	0	0	98	2	0	0	0	0	0	92	3	52
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS PLC	S	62	0	0	89	5	6	0	0	0	3	95	2	62
TOTAL GENEVA			62	0	0	89	5	6	0	0	0	3	95	2	62
ZURICH	AER LINGUS	S	50	0	0	84	8	8	0	0	0	7	82	3	49
	SWISSAIR	S	62	0	0	76	19	2	3	0	0	9	85	6	62
TOTAL ZURICH			112	0	0	79	14	4	2	0	0	8	84	5	111
TOTAL SWITZERLAND			174	0	0	83	11	5	1	0	0	6	88	3	173
<b>THAILAND</b>															
BANGKOK	AIR 2000	C	9	0	0	67	0	33	0	0	0	18	0	0	0
TOTAL BANGKOK			9	0	0	67	0	33	0	0	0	18	0	0	0
TOTAL THAILAND			9	0	0	67	0	33	0	0	0	18	0	0	0
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	8	0	0	25	25	13	13	25	0	75	0	93	10
	AIRTOURS INTERNATIONAL	C	2	0	0	0	0	0	100	0	0	73	50	37	28
	BRITANNIA AIRWAYS	C	17	0	0	65	12	6	18	0	0	20	38	29	16
	MONARCH AIRLINES	C	8	0	0	13	25	25	38	0	0	53	20	41	10
	MY TRAVEL AIRWAYS UK	C	15	1	0	33	7	33	13	13	0	62	0	0	0
TOTAL MONASTIR			50	1	0	38	14	18	22	8	0	49	34	44	64
TOTAL TUNISIA			50	1	0	38	14	18	22	8	0	49	34	44	64
<b>TURKEY</b>															
ANTALYA	AIR 2000	C	9	0	1	100	0	0	0	0	0	-3	67	6	9
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-3	88	-1	8
	EXCALIBUR AIRWAYS	C	2	0	0	50	0	50	0	0	0	21	0	0	0
	MONARCH AIRLINES	C	8	1	0	0	13	75	13	0	0	44	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	57	29	14	0	0	0	16	0	0	0
	SUNWAYS	C	10	0	0	40	0	10	50	0	0	41	0	0	0
	TRANSAER	C	5	0	0	20	0	0	80	0	0	82	0	0	0

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ANTALYA</b>			<b>52</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>8</b>	<b>17</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>43</b>	<b>41</b>	<b>35</b>
<b>DALAMAN</b>	AIR 2000	C	37	0	3	62	11	19	8	0	0	12	56	22	39
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	63	13	0	25	0	0	23	0	0	0
	AIRWORLD AVIATION LTD	C	9	0	1	100	0	0	0	0	0	-6	0	0	0
	BRITANNIA AIRWAYS	C	32	0	0	47	16	25	6	6	0	31	73	6	22
	CALEDONIAN AIRWAYS	C	26	0	0	42	31	15	12	0	0	27	88	4	8
	EXCALIBUR AIRWAYS	C	2	0	0	100	0	0	0	0	0	-7	0	0	0
	MONARCH AIRLINES	C	27	0	1	37	37	19	7	0	0	24	63	18	16
	MY TRAVEL AIRWAYS UK	C	31	0	5	19	23	10	42	3	3	83	0	0	0
	ONUR AIR	C	8	0	0	75	13	13	0	0	0	2	0	0	0
	SUNWAYS	C	10	0	0	50	30	20	0	0	0	17	0	0	0
	TRANSAER	C	6	2	3	17	33	17	0	33	0	126	0	0	0
<b>TOTAL DALAMAN</b>			<b>199</b>	<b>2</b>	<b>22</b>	<b>48</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>56</b>	<b>32</b>	<b>124</b>
<b>ISTANBUL</b>	ISTANBUL HAVA YOLLARI	C	10	0	0	30	30	40	0	0	0	30	70	13	10
<b>TOTAL ISTANBUL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>86</b>	<b>6</b>	<b>28</b>
<b>IZMIR (ADNAM MENDERES)</b>	AIR 2000	C	32	0	4	63	16	19	3	0	0	10	56	16	25
	AIR FOYLE PASSENGER AIRLINES	C	16	0	3	25	0	38	19	19	0	90	0	115	6
	AIRTOURS INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	-3	0	0	0
	BRITANNIA AIRWAYS	C	8	0	2	50	25	13	13	0	0	25	38	39	8
	CALEDONIAN AIRWAYS	C	9	0	1	56	22	22	0	0	0	14	63	15	8
	LEISURE INTERNATIONAL	C	10	0	0	40	10	20	30	0	0	35	0	0	0
	MONARCH AIRLINES	C	20	0	1	65	15	15	5	0	0	15	48	32	27
	MY TRAVEL AIRWAYS UK	C	16	0	2	31	19	13	25	13	0	66	13	56	16
	SUNWAYS	C	8	0	0	25	50	25	0	0	0	20	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>121</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>17</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>41</b>	<b>36</b>	<b>90</b>
<b>TOTAL TURKEY</b>			<b>382</b>	<b>3</b>	<b>37</b>	<b>48</b>	<b>18</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>53</b>	<b>32</b>	<b>277</b>
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>	UKRAINE INTERNATIONAL AIRLINE	S	2	0	0	0	0	100	0	0	0	51	63	18	8
<b>TOTAL KIEV (BORISPOL)</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>51</b>	<b>63</b>	<b>18</b>	<b>8</b>
<b>TOTAL UKRAINE</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>51</b>	<b>63</b>	<b>18</b>	<b>8</b>
<b>UNITED ARAB EMIRATES</b>															
<b>ABU DHABI INTERNATIONAL</b>	GULF AIR	S	18	0	0	67	22	11	0	0	0	10	0	0	0
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DUBAI</b>	EMIRATES	S	44	0	0	73	18	2	5	2	0	16	52	19	44
<b>TOTAL DUBAI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>19</b>	<b>44</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>19</b>	<b>44</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BMI REGIONAL	S	86	0	6	73	17	5	5	0	0	12	78	2	85
	BRITISH AIRWAYS (EURO OPS) LG	S	16	0	0	94	6	0	0	0	0	2	97	1	62
	BRITISH AIRWAYS PLC	S	139	0	1	92	4	3	1	0	0	0	88	3	50
<b>TOTAL ABERDEEN</b>			<b>241</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>2</b>	<b>197</b>
<b>BELFAST CITY</b>	BRITISH REGIONAL AIRLINES LTD	S	281	0	5	91	4	4	1	0	0	1	91	-1	268

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				Actual (7)	Plan (8)										
<b>TOTAL BELFAST CITY</b>			<b>281</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>-1</b>	<b>268</b>
BELFAST INTERNATIONAL	BMI REGIONAL	S	192	0	14	95	3	2	1	0	0	-1	0	0	0
	BRITISH AIRWAYS PLC	S	270	0	4	96	3	1	0	0	0	-2	87	5	257
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>462</b>	<b>0</b>	<b>18</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>87</b>	<b>5</b>	<b>257</b>
CAMBRIDGE	SCOT AIRWAYS	S	84	0	0	86	8	6	0	0	0	3	93	-10	80
<b>TOTAL CAMBRIDGE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>-10</b>	<b>80</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	64	0	0	94	2	5	0	0	0	-4	0	27	62
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>27</b>	<b>62</b>
DUNDEE	BMI REGIONAL	S	108	0	0	76	16	7	1	0	0	7	0	0	0
<b>TOTAL DUNDEE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BMI REGIONAL	S	21	0	1	100	0	0	0	0	0	-12	0	0	0
	BRITISH AIRWAYS PLC	S	223	1	4	90	6	3	1	0	0	0	86	4	90
<b>TOTAL EDINBURGH</b>			<b>244</b>	<b>1</b>	<b>5</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>90</b>	<b>2</b>	<b>213</b>
GATWICK	AIR FOYLE PASSENGER AIRLINES	C	5	0	1	20	20	40	20	0	0	47	0	0	0
	AIR TRANSAT	C	8	0	0	75	13	13	0	0	0	12	50	16	2
	BRITISH AIRWAYS (EURO OPS) LG	S	325	0	7	93	4	3	0	0	0	1	91	2	283
	BRITISH AIRWAYS PLC	S	18	0	0	56	0	22	11	6	6	53	56	24	18
	EXCALIBUR AIRWAYS	C	3	1	1	67	0	0	33	0	0	20	0	0	0
	MONARCH AIRLINES	C	13	1	2	54	38	8	0	0	0	8	0	0	0
<b>TOTAL GATWICK</b>			<b>377</b>	<b>4</b>	<b>12</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>330</b>
GLASGOW	BMI REGIONAL	S	122	0	1	78	18	2	2	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	-16	0	0	0
	BRITISH AIRWAYS PLC	S	281	1	5	93	4	2	0	0	0	0	84	7	235
<b>TOTAL GLASGOW</b>			<b>405</b>	<b>1</b>	<b>6</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>235</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	84	2	0	80	7	7	6	0	0	8	89	3	62
	CITY FLYER EXPRESS	C	2	0	0	100	0	0	0	0	0	-10	0	0	0
	JERSEY EUROPEAN AIRWAYS	S	7	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL GUERNSEY</b>			<b>93</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>3</b>	<b>63</b>
HEATHROW	BRITISH AIRWAYS PLC	S	595	21	3	87	9	3	1	0	0	5	89	4	590
<b>TOTAL HEATHROW</b>			<b>596</b>	<b>21</b>	<b>3</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>593</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	181	0	0	95	1	2	2	0	0	1	85	5	186
<b>TOTAL ISLE OF MAN</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>186</b>
JERSEY	BRITISH AIRWAYS PLC	C	31	0	9	94	3	3	0	0	0	1	85	4	40
	BRITISH REGIONAL AIRLINES LTD	C	14	0	3	93	0	7	0	0	0	4	79	10	14
	BRITISH REGIONAL AIRLINES LTD	S	126	0	0	86	9	4	1	1	0	8	91	2	80
	CITY FLYER EXPRESS	C	2	0	2	100	0	0	0	0	0	1	0	0	0
	EUROPEAN AIR CHARTER	C	4	0	0	25	50	0	25	0	0	48	0	0	0
	JERSEY EUROPEAN AIRWAYS	S	57	0	0	96	4	0	0	0	0	-2	83	0	70
	KLM UK LTD	C	8	0	0	50	25	25	0	0	0	23	13	49	8
<b>TOTAL JERSEY</b>			<b>242</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>288</b>
NEWCASTLE	CALEDONIAN AIRWAYS	C	7	0	1	71	0	29	0	0	0	-13	0	0	0
	GILL AIRWAYS	S	122	2	4	83	11	2	4	1	0	7	95	1	156

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NEWCASTLE			130	6	6	82	10	3	5	1	0	7	95	1	156
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	88	3	0	94	0	2	3	0	0	0	100	-6	84
TOTAL SOUTHAMPTON			88	3	0	94	0	2	3	0	0	0	100	-6	84
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	132	0	2	98	2	1	0	0	0	-4	95	-4	123
TOTAL STANSTED			132	0	2	98	2	1	0	0	0	-4	95	-4	123
SUMBURGH	BMI REGIONAL	S	44	0	5	73	20	7	0	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	48	0	0	94	2	2	2	0	0	2	86	6	86
TOTAL SUMBURGH			92	0	5	84	11	4	1	0	0	6	86	6	86
TOTAL UNITED KINGDOM			3820	39	85	89	6	3	1	0	0	3	86	4	3394
USA															
ATLANTA	DELTA AIRLINES	S	61	1	1	90	5	2	3	0	0	2	82	9	62
TOTAL ATLANTA			61	1	1	90	5	2	3	0	0	2	82	9	62
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	84	2	10	5	0	0	10	79	3	62
TOTAL CHICAGO (O'HARE)			62	0	0	84	2	10	5	0	0	10	79	3	62
FORT LAUDERDALE	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL FORT LAUDERDALE			2	0	0	50	50	0	0	0	0	14	0	0	0
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	97	3	0	0	0	0	-6	78	28	58
TOTAL NEW YORK (JF KENNEDY)			62	0	0	97	3	0	0	0	0	-6	81	17	120
ORLANDO	BRITANNIA AIRWAYS	C	28	1	0	75	11	4	11	0	0	16	37	53	38
	CALEDONIAN AIRWAYS	C	2	1	2	50	50	0	0	0	0	16	50	-28	2
	LEISURE INTL AIRWAYS LTD	C	37	0	2	51	19	8	16	5	0	39	28	116	46
	MY TRAVEL AIRWAYS UK	C	50	1	1	28	16	20	36	0	0	51	31	28	32
TOTAL ORLANDO			118	4	5	47	16	12	23	2	0	37	35	62	141
TOTAL USA			305	5	6	73	9	7	10	1	0	16	65	28	426
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	9	0	0	89	11	0	0	0	0	-12	0	0	0
TOTAL TASHKENT			9	0	0	89	11	0	0	0	0	-12	0	0	0
TOTAL UZBEKISTAN			9	0	0	89	11	0	0	0	0	-12	0	0	0
VENEZUELA															
PORLAMAR	LEISURE INTL AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL PORLAMAR			5	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL VENEZUELA			5	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL MANCHESTER			13445	84	396	74	10	8	6	1	0	16	71	18	13066



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BRITISH WORLD AIRLINES LTD	C	15	0	1	73	7	0	13	7	0	34	82	9	11
TOTAL GRAZ			15	0	1	73	7	0	13	7	0	34	77	15	13
INNSBRUCK	KLM UK LTD	S	20	0	0	100	0	0	0	0	0	-7	79	17	14
TOTAL INNSBRUCK			20	0	0	100	0	0	0	0	0	-7	79	17	14
TOTAL AUSTRIA			35	0	1	89	3	0	6	3	0	11	78	16	27
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	190	0	10	79	9	6	6	1	0	10	86	7	144
TOTAL BRUSSELS			191	0	10	79	9	6	6	1	0	11	86	7	144
TOTAL BELGIUM			191	0	10	79	9	6	6	1	0	11	86	7	144
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	7	0	1	57	14	29	0	0	0	22	0	0	0
TOTAL BURGAS			7	0	1	57	14	29	0	0	0	22	14	24	7
TOTAL BULGARIA			7	0	1	57	14	29	0	0	0	22	14	24	7
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	4	0	0	100	0	0	0	0	0	-6	100	-13	4
TOTAL TORONTO			4	0	0	100	0	0	0	0	0	-6	100	-13	4
TOTAL CANADA			4	0	0	100	0	0	0	0	0	-6	100	-13	4
<b>CUBA</b>															
HAVANA	CUBANA	S	8	0	0	63	0	25	13	0	0	16	100	3	2
TOTAL HAVANA			8	0	0	63	0	25	13	0	0	16	100	3	2
TOTAL CUBA			8	0	0	63	0	25	13	0	0	16	100	3	2
<b>DENMARK</b>															
COPENHAGEN	KLM UK LTD	S	108	0	0	94	3	2	1	0	0	-5	79	12	112
	MYTRAVEL AIRWAYS (DENMARK)	C	16	0	0	69	0	0	13	0	19	102	28	47	18
TOTAL COPENHAGEN			124	0	0	91	2	2	2	0	2	9	71	17	146
TOTAL DENMARK			125	0	0	90	3	2	2	0	2	9	71	16	150
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	16	0	0	19	6	13	50	13	0	97	67	13	18
TOTAL HELSINKI			16	0	0	19	6	13	50	13	0	97	67	13	18
TOTAL FINLAND			16	0	0	19	6	13	50	13	0	97	67	13	18
<b>FRANCE</b>															
DIJON	PROTEUS AIR SYSTEM SA	S	37	3	5	95	5	0	0	0	0	0	93	2	40
TOTAL DIJON			37	3	5	95	5	0	0	0	0	0	93	2	40
LILLE	PROTEUS AIR SYSTEM SA	S	35	0	7	94	3	3	0	0	0	4	88	6	56
TOTAL LILLE			35	0	7	94	3	3	0	0	0	4	88	6	56

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LIMOGES	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-10	0	0	0
<b>TOTAL LIMOGES</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>
NICE	AB AIRLINES	C	2	0	0	50	0	0	50	0	0	39	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	27	0	117	4
	KLM UK LTD	S	66	0	1	62	24	8	6	0	0	14	80	4	65
<b>TOTAL NICE</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>23</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>10</b>	<b>69</b>
PARIS (CHARLES DE GAULLE)	AB AIRLINES	C	2	0	0	50	0	0	50	0	0	37	0	0	0
	BRITISH WORLD AIRLINES LTD	C	3	1	0	67	0	33	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	70	0	0	0
	TRANSAER	C	2	0	0	50	0	50	0	0	0	28	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>92</b>	<b>6</b>	<b>273</b>
PARIS (ORLY)	KLM UK LTD	S	236	2	0	88	8	2	2	0	0	2	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>237</b>	<b>6</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
TARBES-LOURDES INTERNATIONAL	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	0	0	0	100	0	0	101	0	0	0
	BRITISH WORLD AIRLINES LTD	C	12	0	0	42	17	25	17	0	0	37	58	113	12
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>14</b>	<b>21</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>58</b>	<b>113</b>	<b>12</b>
<b>TOTAL FRANCE</b>			<b>407</b>	<b>13</b>	<b>13</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>9</b>	<b>456</b>
<b>GERMANY</b>															
BRUGGEN	BRITISH WORLD AIRLINES LTD	C	2	0	4	100	0	0	0	0	0	11	86	8	14
<b>TOTAL BRUGGEN</b>			<b>2</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>14</b>
DUSSELDORF	KLM UK LTD	S	154	0	0	90	6	1	3	0	0	3	87	2	150
<b>TOTAL DUSSELDORF</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>2</b>	<b>150</b>
FRANKFURT MAIN	KLM UK LTD	S	108	0	0	89	5	4	3	0	0	4	80	14	104
<b>TOTAL FRANKFURT MAIN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>14</b>	<b>104</b>
HAMBURG	KLM UK LTD	S	107	0	1	85	9	5	0	1	0	6	0	0	0
<b>TOTAL HAMBURG</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
HANOVER	BRITISH WORLD AIRLINES LTD	C	2	0	1	50	0	50	0	0	0	18	90	0	20
<b>TOTAL HANOVER</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>0</b>	<b>20</b>
MUNICH	KLM UK LTD	S	108	0	0	94	3	2	2	0	0	3	75	14	104
<b>TOTAL MUNICH</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>14</b>	<b>104</b>
<b>TOTAL GERMANY</b>			<b>482</b>	<b>1</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>419</b>
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	6	75	11	8
	LEISURE INTERNATIONAL	C	5	0	1	100	0	0	0	0	0	1	40	29	5
<b>TOTAL CORFU</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>10</b>	<b>22</b>
HERAKLION	AIRTOURS INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	3	71	8	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	12	0	0	0
<b>TOTAL HERAKLION</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>15</b>	<b>34</b>
KOS	MY TRAVEL AIRWAYS UK	C	3	2	2	0	0	0	100	0	0	108	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 KOS			3	2	2	0	0	0	100	0	0	108	43	40	7
RHODES	AIRTOURS INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	0	89	5	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	0	14	43	0	0	37	0	0	0
TOTAL RHODES			16	0	0	69	6	6	19	0	0	17	81	7	26
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	25	13	0	0	19	0	0	0
TOTAL ZAKINTHOS			9	0	0	67	0	22	11	0	0	18	29	104	7
TOTAL GREECE			59	4	4	73	5	10	12	0	0	16	67	19	99
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	81	0	0	73	15	5	7	0	0	10	77	13	71
TOTAL CONNAUGHT			81	0	0	73	15	5	7	0	0	10	77	13	71
CORK	RYANAIR	S	84	0	0	75	13	10	2	0	0	10	75	15	73
TOTAL CORK			84	0	0	75	13	10	2	0	0	10	75	15	73
DUBLIN	RYANAIR	S	478	14	1	87	8	3	2	0	0	8	80	9	535
TOTAL DUBLIN			478	14	1	87	8	3	2	0	0	8	80	9	536
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	61	0	1	89	5	3	3	0	0	2	95	-1	62
TOTAL WATERFORD			61	0	1	89	5	3	3	0	0	2	95	-1	62
TOTAL IRISH REPUBLIC			705	14	2	84	9	4	3	0	0	8	80	9	747
ITALY															
FLORENCE	KLM UK LTD	S	69	0	1	81	9	7	3	0	0	8	73	15	64
TOTAL FLORENCE			69	0	1	81	9	7	3	0	0	8	73	15	64
MILAN (LINATE)	KLM UK LTD	S	116	0	0	80	11	5	3	0	0	9	0	0	0
TOTAL MILAN (LINATE)			116	0	0	80	11	5	3	0	0	9	0	0	0
TOTAL ITALY			186	0	1	80	10	6	4	0	0	9	73	15	64
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	54	0	0	85	9	4	2	0	0	5	91	3	54
TOTAL LUXEMBOURG			54	0	0	85	9	4	2	0	0	5	91	3	54
TOTAL LUXEMBOURG			54	0	0	85	9	4	2	0	0	5	91	3	54
MALTA															
MALTA	AIR MALTA	C	8	0	0	75	0	0	25	0	0	15	67	33	3
	AIRTOURS INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	71	0	0	29	0	0	21	63	14	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	9	0	0	0
TOTAL MALTA			25	0	0	76	8	0	16	0	0	14	71	14	21
TOTAL MALTA			25	0	0	76	8	0	16	0	0	14	71	14	21
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	232	0	0	83	9	6	2	0	0	6	91	3	276
TOTAL AMSTERDAM			232	0	0	83	9	6	2	0	0	6	91	3	276

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MAASTRICHT	KLM EXEL	S	154	0	0	88	6	5	0	0	0	5	86	8	135
<b>TOTAL MAASTRICHT</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>135</b>
<b>TOTAL NETHERLANDS</b>			<b>386</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>5</b>	<b>455</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITANNIA AIRWAYS	C	7	0	0	57	43	0	0	0	0	14	44	29	9
	BRITISH WORLD AIRLINES LTD	C	5	0	1	40	0	60	0	0	0	19	0	894	3
	LEISURE INTERNATIONAL	C	22	0	1	55	9	9	27	0	0	33	63	12	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	0	88	0	0	112	0	0	0
<b>TOTAL FARO</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>12</b>	<b>12</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>40</b>	<b>84</b>	<b>47</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>12</b>	<b>12</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>40</b>	<b>84</b>	<b>47</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	9	0	1	89	0	0	11	0	0	15	42	26	26
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>9</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>26</b>	<b>26</b>
<b>TOTAL RUMANIA</b>			<b>9</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>26</b>	<b>26</b>
<b>RUSSIA</b>															
ST PETERSBURG	AEROFLOT	S	16	0	0	100	0	0	0	0	0	-2	89	-7	18
<b>TOTAL ST PETERSBURG</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>89</b>	<b>-7</b>	<b>18</b>
<b>TOTAL RUSSIA</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>77</b>	<b>9</b>	<b>22</b>
<b>SPAIN</b>															
ALICANTE	BRITISH WORLD AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	10	0	0	0
	KLM UK LTD	C	8	0	0	50	13	13	25	0	0	33	0	0	0
	LEISURE INTERNATIONAL	C	4	0	0	75	25	0	0	0	0	11	10	111	10
<b>TOTAL ALICANTE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>10</b>	<b>111</b>	<b>10</b>
ASTURIAS	AVIACO	S	28	0	0	71	14	7	7	0	0	14	88	18	26
<b>TOTAL ASTURIAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>18</b>	<b>26</b>
<b>TOTAL BARCELONA</b>			<b>2</b>	<b>0</b>	<b>1</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>	<b>0</b>
IBIZA	BRITANNIA AIRWAYS	C	14	0	0	64	14	7	14	0	0	24	94	8	17
	LEISURE INTERNATIONAL	C	3	0	1	0	0	67	33	0	0	63	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	57	14	0	0	29	0	73	0	0	0
<b>TOTAL IBIZA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>43</b>	<b>81</b>	<b>15</b>	<b>31</b>
JEREZ	AVIACO	S	28	0	0	57	18	21	4	0	0	17	77	12	26
<b>TOTAL JEREZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>26</b>
MADRID	KLM UK LTD	S	62	0	0	87	8	5	0	0	0	-1	0	0	0
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>19</b>	<b>1</b>
MAHON	AIR 2000	C	9	0	1	67	22	11	0	0	0	10	11	25	9
	AIRTOURS INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	BMI BRITISH MIDLAND	C	5	0	0	80	20	0	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	69	6	25	0	0	0	15	76	15	17
	BRITISH WORLD AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	8	0	0	0
	LEISURE INTERNATIONAL	C	16	0	0	25	44	25	6	0	0	25	92	8	13

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 1995

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MAHON	MY TRAVEL AIRWAYS UK	C	13	1	1	77	8	0	0	15	0	41	0	0	0
<b>TOTAL MAHON</b>			<b>65</b>	<b>1</b>	<b>2</b>	<b>62</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>16</b>	<b>53</b>
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	10	80	9	10
	BRITISH WORLD AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	21	0	93	4
	LEISURE INTERNATIONAL	C	12	0	0	67	0	17	17	0	0	32	33	34	3
<b>TOTAL MALAGA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>39</b>	<b>38</b>	<b>23</b>
PALMA DE MALLORCA	AIRTOURS INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	40	1	0	85	8	8	0	0	0	6	72	9	32
	BRITISH WORLD AIRLINES LTD	C	24	0	2	63	13	21	4	0	0	15	55	32	20
	FUTURA AIRLINES	C	9	0	1	89	0	0	11	0	0	8	0	0	0
	LEISURE INTERNATIONAL	C	18	0	0	67	6	11	17	0	0	24	50	47	16
	MY TRAVEL AIRWAYS UK	C	23	0	1	4	13	26	48	4	4	95	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>116</b>	<b>1</b>	<b>4</b>	<b>61</b>	<b>9</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>64</b>	<b>24</b>	<b>103</b>
REUS	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	38	38	0	0	53	0	0	0
<b>TOTAL REUS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>63</b>	<b>16</b>	<b>8</b>
<b>TOTAL SPAIN</b>			<b>378</b>	<b>2</b>	<b>9</b>	<b>65</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>24</b>	<b>282</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIRTOURS INTERNATIONAL	C	2	0	0	0	100	0	0	0	0	27	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	100	0	0	0	0	0	6	88	-3	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	33	50	17	0	0	0	26	0	0	0
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>-20</b>	<b>15</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	90	3	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	25	25	0	25	133	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>78</b>	<b>17</b>	<b>18</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	50	26	8
	MY TRAVEL AIRWAYS UK	C	3	0	0	0	0	0	100	0	0	82	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>16</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	9	88	4	8
	LEISURE INTERNATIONAL	C	8	1	0	75	0	13	13	0	0	20	100	-1	8
	MY TRAVEL AIRWAYS UK	C	4	3	0	75	25	0	0	0	0	15	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>21</b>	<b>4</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>16</b>	<b>24</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>68</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>28</b>	<b>76</b>	<b>10</b>	<b>83</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	16	0	0	0	6	6	75	6	6	130	19	71	26
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>130</b>	<b>19</b>	<b>71</b>	<b>26</b>
<b>TOTAL SWEDEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>130</b>	<b>19</b>	<b>71</b>	<b>26</b>
<b>SWITZERLAND</b>															
ZURICH	KLM UK LTD	S	106	0	2	76	16	6	2	0	0	6	0	0	0
<b>TOTAL ZURICH</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>5</b>	<b>59</b>

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	75	0	0	101	0	0	0
TOTAL MONASTIR			8	0	0	25	0	0	75	0	0	101	20	49	10
TOTAL TUNISIA			8	0	0	25	0	0	75	0	0	101	20	49	10
<b>TURKEY</b>															
ANTALYA	THY TURK HAVA YOLLARI TURKIS	S	8	0	0	13	25	38	25	0	0	37	0	0	0
TOTAL ANTALYA			8	0	0	13	25	38	25	0	0	37	0	0	0
DALAMAN	BRITANNIA AIRWAYS	C	9	0	0	56	44	0	0	0	0	11	57	15	7
	SUNWAYS	C	2	1	1	100	0	0	0	0	0	11	0	0	0
TOTAL DALAMAN			11	1	1	64	36	0	0	0	0	11	57	15	7
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	10	0	0	40	0	40	20	0	0	29	50	14	10
TOTAL IZMIR (ADNAM MENDERES)			10	0	0	40	0	40	20	0	0	29	75	7	20
TOTAL TURKEY			29	1	1	41	21	24	14	0	0	24	51	17	41
<b>UNITED KINGDOM</b>															
ABERDEEN	KLM UK LTD	S	108	0	0	100	0	0	0	0	0	-2	97	-1	107
TOTAL ABERDEEN			108	0	0	100	0	0	0	0	0	-2	97	-1	107
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	224	2	0	99	1	0	0	0	0	-5	0	0	0
TOTAL BELFAST CITY			224	2	0	99	1	0	0	0	0	-5	76	10	62
BELFAST INTERNATIONAL	AB AIRLINES	S	242	1	0	91	5	3	1	0	0	2	0	0	0
TOTAL BELFAST INTERNATIONAL			242	1	0	91	5	3	1	0	0	2	0	0	0
CITY OF DERRY (EGLINTON)	MACAIR LTD	S	40	2	10	73	20	8	0	0	0	10	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			40	2	10	73	20	8	0	0	0	10	0	0	0
EAST MIDLANDS	BMI BRITISH MIDLAND	C	3	2	0	67	0	0	33	0	0	23	0	0	0
TOTAL EAST MIDLANDS			3	2	0	67	0	0	33	0	0	23	0	0	0
EDINBURGH	KLM UK LTD	S	241	0	2	90	8	1	1	0	0	-1	91	0	140
TOTAL EDINBURGH			241	0	2	90	8	1	1	0	0	-1	91	0	140
GLASGOW	KLM UK LTD	S	149	0	1	91	6	3	1	0	0	3	89	3	149
TOTAL GLASGOW			149	0	1	91	6	3	1	0	0	3	89	3	149
GUERNSEY	KLM UK LTD	S	70	0	0	79	11	7	3	0	0	7	87	7	63
TOTAL GUERNSEY			71	0	0	79	11	7	3	0	0	7	87	7	63
JERSEY	KLM UK LTD	S	78	2	4	78	13	6	3	0	0	8	82	8	79
	TITAN AIRWAYS LTD	C	8	0	8	0	0	50	50	0	0	63	50	28	8
TOTAL JERSEY			86	2	12	71	12	10	7	0	0	13	78	10	93
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	132	0	2	95	5	0	1	0	0	0	95	1	124
TOTAL MANCHESTER			132	2	3	95	5	0	1	0	0	0	95	1	124
NEWCASTLE	KLM UK LTD	S	132	1	2	89	7	3	1	0	0	-1	83	5	145
TOTAL NEWCASTLE			132	3	2	89	7	3	1	0	0	-1	83	5	145
TOTAL UNITED KINGDOM			1428	15	30	90	6	2	1	0	0	1	88	4	939

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
		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 STANSTED		4790	66	87	83	8	5	4	0	0	8	81	10	4205

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					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)												
AARHUS (TIRSTRUP)																		
	HEATHROW	SAS	S	A	31	0	0	90	6	3	0	0	0	0	86	6	29	
	HEATHROW	SAS	S	D	31	0	0	94	0	6	0	0	0	-1	97	-1	29	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>2</b>	
ABERDEEN																		
	MANCHESTER	BMI REGIONAL	S	A	43	0	3	60	28	7	5	0	0	17	71	4	42	
	MANCHESTER	BMI REGIONAL	S	D	43	0	3	86	7	2	5	0	0	7	84	0	43	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	81	0	0	85	14	1	0	0	0	4	85	3	102	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	81	0	0	93	7	0	0	0	0	2	91	3	103	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	8	0	0	88	13	0	0	0	0	5	94	5	31	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	8	0	0	100	0	0	0	0	0	-1	100	-3	31	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	25	0	0	92	8	0	0	0	0	2	85	8	47	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	28	0	0	86	11	4	0	0	0	8	91	6	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	191	0	0	94	5	1	1	0	0	0	87	3	189	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	191	0	0	95	4	1	1	0	0	-2	89	3	189	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	66	0	1	88	8	3	2	0	0	5	77	10	22	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	73	0	0	96	1	3	0	0	0	-4	96	-2	28	
	STANSTED	KLM UK LTD	S	A	54	0	0	100	0	0	0	0	0	-4	98	-5	53	
	STANSTED	KLM UK LTD	S	D	54	0	0	100	0	0	0	0	0	0	96	2	54	
	GLASGOW	LOGANAIR	S	A	67	0	0	93	6	0	1	0	0	2	0	0	0	
	GLASGOW	LOGANAIR	S	D	67	0	0	96	3	1	0	0	0	2	0	0	0	
<b>TOTAL ABERDEEN</b>					<b>1081</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>3</b>	<b>3</b>	
ABIDJAN																		
	GATWICK	AIR AFRIQUE	S	A	5	0	0	0	0	40	60	0	0	94	0	0	0	
	GATWICK	AIR AFRIQUE	S	D	4	0	0	50	25	0	25	0	0	26	0	0	0	
<b>TOTAL ABIDJAN</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-6	77	5	31	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	3	3	0	0	7	55	13	31	
	GATWICK	EMIRATES	S	A	6	0	0	83	17	0	0	0	0	-3	0	0	0	
	GATWICK	EMIRATES	S	D	7	0	0	71	29	0	0	0	0	9	0	0	0	
	HEATHROW	EMIRATES	S	A	14	0	0	86	14	0	0	0	0	3	63	14	27	
	HEATHROW	EMIRATES	S	D	8	0	0	100	0	0	0	0	0	0	78	11	27	
	HEATHROW	GULF AIR	S	A	31	0	0	58	13	23	3	3	0	25	34	24	29	
	HEATHROW	GULF AIR	S	D	23	0	0	91	4	4	0	0	0	3	85	9	27	
	MANCHESTER	GULF AIR	S	A	9	0	0	67	22	11	0	0	0	5	0	0	0	
	MANCHESTER	GULF AIR	S	D	9	0	0	67	22	11	0	0	0	16	0	0	0	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>13</b>	<b>13</b>	
ACCRA																		
	HEATHROW	GHANA AIRWAYS	S	A	13	0	0	46	15	8	23	8	0	65	46	85	13	
	HEATHROW	GHANA AIRWAYS	S	D	13	0	0	23	23	23	23	8	0	59	46	56	13	
<b>TOTAL ACCRA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>19</b>	<b>15</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>62</b>	<b>46</b>	<b>71</b>	<b>71</b>	
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	17	0	0	6	18	41	35	0	0	49	32	43	19	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	17	1	0	24	18	24	35	0	0	38	58	35	19	
<b>TOTAL ADDIS ABABA</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>18</b>	<b>32</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>45</b>	<b>39</b>	<b>39</b>	
ADELAIDE																		
ADEN																		
	HEATHROW	ALYEMDA	S	A	4	0	4	25	25	25	0	0	25	140	100	8	1	
	HEATHROW	ALYEMDA	S	D	4	0	4	25	50	0	0	0	25	120	100	-20	1	
<b>TOTAL ADEN</b>					<b>8</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>130</b>	<b>100</b>	<b>0</b>	<b>0</b>	
AGADIR																		
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	75	0	0	0	25	0	57	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	0	88	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	52	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	46	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
AGADIR	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0	
	GATWICK	ROYAL AIR MAROC	C	A	8	0	1	50	13	25	13	0	0	24	100	-7	4	
	GATWICK	ROYAL AIR MAROC	C	D	9	0	0	56	11	11	22	0	0	27	100	7	4	
	MANCHESTER	ROYAL AIR MAROC	C	A	8	0	1	88	13	0	0	0	-5	0	67	4		
	MANCHESTER	ROYAL AIR MAROC	C	D	9	0	0	78	11	11	0	0	8	25	51	4		
<b>TOTAL AGADIR</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>13</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>41</b>	<b>53</b>	<b>53</b>	
AJACCIO	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	50	50	0	0	81	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	57	25	30	4	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	19	75	10	4		
<b>TOTAL AJACCIO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>31</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>35</b>	<b>35</b>	
AKROTIRI																		
ALGHERO/SASSARI																		
<b>TOTAL ALGHERO/SASSARI</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>208</b>	<b>0</b>	<b>84</b>	<b>84</b>	
ALGIERS	HEATHROW	AIR ALGERIE	S	A	13	0	0	62	8	23	8	0	0	19	57	9	14	
	HEATHROW	AIR ALGERIE	S	D	13	0	0	15	38	23	23	0	0	36	57	18	14	
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>13</b>	<b>13</b>	
ALICANTE	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	35	75	23	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	25	50	0	0	0	28	75	14	4	
	GATWICK	AIR 2000	C	A	14	0	0	71	14	7	7	0	0	22	59	35	17	
	GATWICK	AIR 2000	C	D	14	0	0	57	36	0	7	0	0	17	56	39	18	
	GLASGOW	AIR 2000	C	A	4	0	0	0	50	50	0	0	0	35	0	80	3	
	GLASGOW	AIR 2000	C	D	4	0	0	0	25	75	0	0	0	46	25	53	4	
	LUTON	AIR 2000	C	A	3	0	1	0	33	67	0	0	0	36	0	0	0	
	LUTON	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	AIR 2000	C	A	18	0	0	67	17	11	0	6	0	23	86	1	14	
	MANCHESTER	AIR 2000	C	D	18	0	0	83	6	6	0	6	0	19	93	0	15	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	17	0	0	35	29	18	12	6	0	38	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	17	0	0	71	12	12	0	6	0	30	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	A	4	1	0	50	0	25	25	0	0	37	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	D	2	3	0	0	50	0	50	0	0	63	0	0	0
	GATWICK	AIR OPERATIONS EUROPE	C	A	5	0	0	20	20	20	40	0	0	80	0	0	0
	GATWICK	AIR OPERATIONS EUROPE	C	D	5	0	0	20	20	20	20	20	0	72	0	0	0
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	5	0	0	0	0	40	40	0	20	202	0	101	2
	MANCHESTER	AIR OPERATIONS EUROPE	C	D	5	0	0	0	0	40	40	0	20	206	50	135	2
	MANCHESTER	AIRTOURS INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-6	47	41	15
	MANCHESTER	AIRTOURS INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	15	50	37	18
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	9	0	107	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	0	109	4
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	38	23	8	23	0	8	62	43	55	14
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	38	23	15	23	0	0	31	54	66	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	13	0	25	63	0	0	70	0	94	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	0	13	25	63	0	0	63	0	89	7
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	36	75	48	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	29	75	51	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	26	0	0	62	8	15	12	0	4	39	52	24	21
	MANCHESTER	BRITANNIA AIRWAYS	C	D	26	0	0	62	12	8	15	0	4	43	68	20	22
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	0	0	100	0	0	0	0	23	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	85	0	0	0
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	0	100	0	0	0	35	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	19	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	73	14	51	7

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
ALICANTE	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	0	25	25	0	83	67	37	9
	STANSTED	KLM UK LTD	C	A	4	0	0	50	25	0	25	0	0	28	0	0	0
	STANSTED	KLM UK LTD	C	D	4	0	0	50	0	25	25	0	0	38	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	6	0	0	33	0	0	50	17	0	92	40	6	5
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	6	0	0	33	0	17	33	17	0	71	33	23	6
	GATWICK	LEISURE INTERNATIONAL	C	A	17	0	1	24	18	18	41	0	0	52	50	33	18
	GATWICK	LEISURE INTERNATIONAL	C	D	18	0	0	44	11	17	22	6	0	45	44	57	18
	MANCHESTER	LEISURE INTERNATIONAL	C	A	10	0	0	40	40	20	0	0	0	20	50	23	4
	MANCHESTER	LEISURE INTERNATIONAL	C	D	10	0	0	70	10	10	10	0	0	13	60	13	5
	STANSTED	LEISURE INTERNATIONAL	C	A	2	0	0	50	50	0	0	0	0	20	20	118	5
	STANSTED	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	3	0	104	5
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	1	0	33	33	33	0	0	54	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	27	0	7	41	15	33	7	4	0	37	50	30	28
	GATWICK	MONARCH AIRLINES	C	D	27	0	0	59	15	15	7	4	0	30	48	24	29
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	24	0	27	4
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	31	0	52	4
	LUTON	MONARCH AIRLINES	S	A	17	0	0	53	12	12	24	0	0	33	17	45	18
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	0	25	50	0	0	77	56	18	9
	LUTON	MONARCH AIRLINES	S	D	17	0	0	76	6	6	12	0	0	16	39	32	18
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	100	-8	9
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	1	47	26	16	11	0	0	22	31	42	13
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	1	74	16	5	5	0	0	12	43	20	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	1	0	43	0	29	14	14	0	33	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	-2	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	75	25	0	141	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	75	25	0	140	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	16	0	1	25	13	19	38	6	0	66	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	0	25	0	25	44	6	0	66	0	0	0
	MANCHESTER	OASIS INTERNATIONAL	C	A	4	0	0	0	25	50	25	0	0	48	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ALICANTE																		
	MANCHESTER	OASIS INTERNATIONAL	C	D	4	0	0	0	25	50	25	0	0	51	0	0	0	
	BIRMINGHAM	SPANAIR	C	A	5	0	0	60	40	0	0	0	0	12	20	52	5	
	BIRMINGHAM	SPANAIR	C	D	5	0	0	100	0	0	0	0	0	4	40	47	5	
	HEATHROW	VIVA	S	A	31	0	0	65	26	0	10	0	0	15	87	2	31	
	HEATHROW	VIVA	S	D	31	0	0	81	10	6	3	0	0	4	87	4	31	
	MANCHESTER	VIVA	C	A	4	0	0	25	25	50	0	0	0	20	0	0	0	
	MANCHESTER	VIVA	C	D	4	0	0	25	0	75	0	0	0	30	0	0	0	
<b>TOTAL ALICANTE</b>					<b>670</b>	<b>5</b>	<b>26</b>	<b>51</b>	<b>15</b>	<b>14</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>48</b>	<b>40</b>	<b>40</b>	
ALMA ATA																		
ALMERIA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	13	0	0	0	10	25	22	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	8	67	19	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	1	1	14	43	14	29	0	0	37	22	39	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	0	25	13	0	13	106	78	23	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	15	33	35	3	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	21	75	15	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	15	0	0	60	7	27	0	7	0	24	25	31	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	0	0	56	31	0	13	0	0	24	42	15	12	
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	32	50	20	4	
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	33	75	10	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	19	25	21	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	75	11	4	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	18	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	42	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	29	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	BIRMINGHAM	SPANAIR	C	A	5	0	0	20	20	40	20	0	0	43	33	35	3	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	SPANAIR	C	D	5	0	0	80	20	0	0	0	0	7	75	11	4
<b>TOTAL ALMERIA</b>					<b>122</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>18</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>47</b>	<b>25</b>	<b>25</b>
AMMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-18	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	14	14	0	0	0	10	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	-33	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	4	0	0	100	0	0	0	0	0	-15	0	0	0
	HEATHROW	ROYAL JORDANIAN	S	A	27	0	0	81	7	4	7	0	0	-5	45	29	33
	HEATHROW	ROYAL JORDANIAN	S	D	26	0	0	69	15	8	8	0	0	17	47	33	32
<b>TOTAL AMMAN</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>31</b>	<b>31</b>
AMMAN (KING HUSSEIN)																	
AMSTERDAM	HEATHROW	BMI BRITISH MIDLAND	S	A	239	0	0	92	7	1	1	0	0	4	92	0	239
	HEATHROW	BMI BRITISH MIDLAND	S	D	239	0	0	93	5	1	1	0	0	1	95	-1	239
	HEATHROW	BRITISH AIRWAYS PLC	S	A	209	0	0	81	16	2	1	0	0	7	87	6	204
	HEATHROW	BRITISH AIRWAYS PLC	S	D	209	0	0	94	4	2	0	0	0	-1	92	1	204
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	104	0	0	93	5	0	2	0	0	2	93	1	80
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	104	0	0	96	1	1	2	0	0	1	95	1	80
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	103	0	0	97	2	0	1	0	0	0	94	-1	97
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	103	0	0	98	2	0	0	0	0	2	94	3	97
	BIRMINGHAM	KLM	S	A	120	0	0	87	9	2	3	0	0	5	95	-1	120
	BIRMINGHAM	KLM	S	D	120	0	0	87	8	3	2	1	0	10	92	5	120
	HEATHROW	KLM	S	A	246	0	2	93	4	1	1	0	0	0	90	2	248
	HEATHROW	KLM	S	D	246	0	2	94	4	1	0	0	0	0	94	-1	248
	GLASGOW	KLM UK LTD	S	A	85	0	0	74	18	6	2	0	0	10	92	0	79
	GLASGOW	KLM UK LTD	S	D	84	0	0	73	23	0	5	0	0	10	93	2	80
	MANCHESTER	KLM UK LTD	S	A	120	0	0	93	5	3	0	0	0	1	0	0	0
	MANCHESTER	KLM UK LTD	S	D	118	0	2	96	3	1	0	0	0	-1	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1994			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
AMSTERDAM																		
	STANSTED	KLM UK LTD	S	A	116	0	0	84	9	4	2	0	0	4	92	1	138	
	STANSTED	KLM UK LTD	S	D	116	0	0	82	9	8	2	0	0	7	90	5	138	
	LUTON	SCOT AIRWAYS	S	A	87	0	5	87	6	7	0	0	0	7	0	0	0	
	LUTON	SCOT AIRWAYS	S	D	87	0	6	93	6	1	0	0	0	-5	0	0	0	
	MANCHESTER	SCOT AIRWAYS	S	A	36	0	6	31	56	14	0	0	0	21	58	-7	33	
	MANCHESTER	SCOT AIRWAYS	S	D	35	0	7	86	9	6	0	0	0	0	84	4	31	
	GATWICK	TRANSAVIA	S	A	116	0	0	74	22	3	1	0	0	12	61	18	148	
	GATWICK	TRANSAVIA	S	D	116	0	0	87	12	0	1	0	0	6	86	11	149	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	71	26	3	0	0	0	11	0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	90	3	3	3	0	0	2	0	0	0	
<b>TOTAL AMSTERDAM</b>					<b>3223</b>	<b>1</b>	<b>30</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>2</b>	<b>2</b>	
ANTALYA																		
	GATWICK	AIR 2000	C	A	4	0	1	50	25	0	25	0	0	36	75	10	4	
	GATWICK	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	15	100	0	5	
	MANCHESTER	AIR 2000	C	A	4	0	1	100	0	0	0	0	0	-7	100	-7	4	
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	1	40	17	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	67	13	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	100	4	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	8	0	70	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	18	40	30	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	1	50	25	0	25	0	0	25	0	168	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	44	20	124	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-3	100	-5	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-3	80	2	5	
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	2	0	0	0	0	0	100	0	0	92	0	0	0	
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	3	1	0	67	33	0	0	0	0	2	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	0	67	33	0	0	0	27	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	1	1	0	0	25	50	0	25	164	63	15	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	25	0	0	25	130	60	20	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
					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)												
ANTALYA																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	1	0	0	0	75	25	0	0	53	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	25	75	0	0	36	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	33	33	33	0	61	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	33	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	67	33	0	0	34	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	3	0	0	0		
	GATWICK	SUNWAYS	C	A	5	0	0	40	40	0	20	0	27	0	0	0		
	GATWICK	SUNWAYS	C	D	5	0	0	20	40	20	0	20	181	0	0	0		
	MANCHESTER	SUNWAYS	C	A	5	0	0	40	0	20	40	0	34	0	0	0		
	MANCHESTER	SUNWAYS	C	D	5	0	0	40	0	0	60	0	47	0	0	0		
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	4	0	0	25	50	25	0	0	22	0	0	0		
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	4	0	0	0	0	50	50	0	52	0	0	0		
	MANCHESTER	TRANSAER	C	A	2	0	0	0	0	0	100	0	102	0	0	0		
	MANCHESTER	TRANSAER	C	D	3	0	0	33	0	0	67	0	69	0	0	0		
<b>TOTAL ANTALYA</b>					<b>135</b>	<b>3</b>	<b>5</b>	<b>45</b>	<b>19</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>40</b>	<b>51</b>	<b>40</b>	<b>40</b>		
ANTIGUA																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	33	22	0	33	11	49	100	-3	1		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	40	40	172	0	189	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	34	40	26	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	0	20	80	201	0	177	5		
<b>TOTAL ANTIGUA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>8</b>	<b>4</b>	<b>29</b>	<b>29</b>	<b>103</b>	<b>36</b>	<b>81</b>	<b>81</b>		
ANTWERP																		
	GATWICK	CITY FLYER EXPRESS	S	A	85	0	2	92	5	1	2	0	4	80	11	86		
	GATWICK	CITY FLYER EXPRESS	S	D	87	0	0	93	1	6	0	0	4	92	7	87		
	HEATHROW	SABENA	S	A	47	0	1	94	4	0	2	0	3	87	9	46		
	HEATHROW	SABENA	S	D	47	0	1	85	9	4	2	0	5	96	3	46		
<b>TOTAL ANTWERP</b>					<b>266</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>8</b>	<b>8</b>		
ARRECIFE																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ARRECIFE																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	9	80	-4	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	32	75	31	4	
	GATWICK	AIR 2000	C	A	8	0	0	0	38	50	13	0	0	36	92	3	12	
	GATWICK	AIR 2000	C	D	8	0	0	63	0	38	0	0	0	18	92	7	12	
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-22	75	62	4	
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	7	50	96	4	
	LUTON	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-54	0	0	0	
	LUTON	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	0	25	0	25	0	50	50	14	8	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	0	25	0	25	0	73	63	20	8	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	50	0	25	25	0	0	25	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	0	0	100	0	0	137	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	0	0	25	75	0	0	122	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19	80	5	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	80	8	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	44	22	0	11	0	41	44	42	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	15	56	33	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	32	50	20	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	75	0	0	0	42	80	8	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	44	0	0	0	0	12	33	59	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	14	44	41	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	27	75	8	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	75	13	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	17	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	-1	100	-20	6	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
ARRECIFE	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	38	50	20	6
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	9	100	-20	4
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	2	75	15	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	13	0	1	54	23	15	8	0	0	18	46	71	13
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	86	7	7	0	0	0	8	69	63	13
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	13	67	9	3
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10	75	9	4
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	0	64	27	0	9	0	0	12	100	5	8
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	73	27	0	0	0	0	6	100	0	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	19	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	17	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	71	0	14	14	0	0	20	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	14	0	0	0	0	5	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	78	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	87	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	42	8	0	33	8	8	93	0	59	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	33	17	0	33	8	8	102	11	63	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	33	0	0	0	33	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	67	0	0	0	0	20	0	0	0
	MANCHESTER	OASIS INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	-26	100	-33	4
	MANCHESTER	OASIS INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	18	75	10	4
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	8	0	0	75	13	0	0	13	0	10	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	8	0	0	38	25	38	0	0	0	5	0	0	0
	MANCHESTER	TRANSAER	C	A	5	0	0	60	0	20	20	0	0	20	0	0	0
	MANCHESTER	TRANSAER	C	D	5	0	0	60	20	0	20	0	0	17	0	0	0
<b>TOTAL ARRECIFE</b>					<b>314</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>19</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>64</b>	<b>23</b>	<b>23</b>

ASHKHABAD

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ASTURIAS																		
	STANSTED	AVIACO	S	A	14	0	0	71	14	7	7	0	0	14	85	14	13	
	STANSTED	AVIACO	S	D	14	0	0	71	14	7	7	0	0	15	92	21	13	
<b>TOTAL ASTURIAS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>18</b>	<b>18</b>	
ASWAN																		
	GATWICK	EXCALIBUR AIRWAYS	C	A	5	0	0	20	20	20	40	0	0	65	0	0	0	
	GATWICK	EXCALIBUR AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	50	0	0	0	
<b>TOTAL ASWAN</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ATHENS																		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	9	1	2	11	33	0	44	11	0	92	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	12	1	0	50	8	8	17	17	0	80	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	1	0	0	50	0	25	25	0	106	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	40	20	0	40	0	0	50	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	1	25	0	50	25	0	0	53	50	42	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	33	83	10	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	1	0	33	67	0	0	0	31	0	67	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	23	50	33	6	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	1	30	23	23	23	0	0	39	23	50	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	48	29	16	6	0	0	24	55	30	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	63	0	0	65	24	6	5	0	0	11	68	21	63	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	86	10	3	2	0	0	2	75	9	63	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	22	22	44	11	0	0	32	0	123	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	67	33	0	0	0	0	13	57	67	7	
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	2	17	0	0	83	0	0	111	20	79	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	6	0	1	17	17	33	33	0	0	50	80	31	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	0	50	50	0	155	0	108	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ATHENS																		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	0	100	0	0	104	50	13	4	
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	33	0	22	44	0	0	50	26	44	31	
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	78	0	6	17	0	0	26	61	15	31	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	21	50	25	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	100	-3	4	
	HEATHROW	OLYMPIC AIRWAYS	S	A	87	0	0	47	14	25	14	0	0	26	46	24	89	
	HEATHROW	OLYMPIC AIRWAYS	S	D	87	0	0	64	13	15	8	0	0	13	78	9	89	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	81	4	15	0	0	0	-3	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	56	22	19	4	0	0	19	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	10	13	0	0	0	2	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	97	3	0	0	0	0	-5	0	0	0	
<b>TOTAL ATHENS</b>					<b>609</b>	<b>11</b>	<b>11</b>	<b>59</b>	<b>15</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>26</b>	<b>26</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	10	0	0	0	3	90	-1	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	90	0	6	3	0	0	9	74	12	31	
	GATWICK	DELTA AIRLINES	S	A	62	0	0	63	23	6	6	2	0	19	53	20	62	
	GATWICK	DELTA AIRLINES	S	D	62	1	0	87	8	3	2	0	0	6	94	3	62	
	MANCHESTER	DELTA AIRLINES	S	A	30	1	0	87	7	0	7	0	0	5	87	-3	31	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	1	94	3	3	0	0	0	0	77	20	31	
<b>TOTAL ATLANTA</b>					<b>247</b>	<b>2</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>10</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	17	0	0	35	29	24	0	12	0	50	0	0	0	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	17	0	0	94	0	0	6	0	0	10	0	0	0	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>72</b>	<b>13</b>	<b>13</b>	
AUGSBURG/MUELHAUSEN																		
	BIRMINGHAM	AUGSBURG AIRWAYS GMBH	S	A	19	0	0	84	16	0	0	0	0	-2	0	0	0	
	BIRMINGHAM	AUGSBURG AIRWAYS GMBH	S	D	19	0	0	89	5	5	0	0	0	1	0	0	0	
<b>TOTAL AUGSBURG/MUELHAUSEN</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	21	2	2	48	14	33	5	0	0	24	25	32	8	
	HEATHROW	GULF AIR	S	D	40	0	0	78	15	8	0	0	7	74	7	23		
<b>TOTAL BAHRAIN</b>					<b>61</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>15</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>13</b>	<b>13</b>		
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	5	0	0	20	0	20	60	0	53	0	42	4		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	5	0	0	20	0	60	20	0	47	50	22	4		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	9	0	0	89	0	0	0	11	49	0	0	0		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	9	0	0	67	22	11	0	0	13	0	0	0		
<b>TOTAL BAKU</b>					<b>28</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>38</b>	<b>20</b>	<b>37</b>		
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	9	0	0	22	11	22	33	0	11	85	25	104	4	
	GATWICK	GARUDA INDONESIA	S	D	10	0	0	80	0	0	0	10	10	66	0	0	0	
<b>TOTAL BALI INTERNATIONAL</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>5</b>	<b>10</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>72</b>	<b>25</b>	<b>104</b>		
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	3	0	3	1	74	-7	31		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	97	3	0	0	0	1	77	15	30		
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>4</b>	<b>4</b>		
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	17	0	0	53	18	24	6	0	19	63	3	8		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	17	0	0	94	6	0	0	0	1	38	24	8		
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>13</b>	<b>13</b>		
BANGKOK																		
	GATWICK	AIR 2000	C	D	5	0	0	100	0	0	0	0	2	0	0	0		
	MANCHESTER	AIR 2000	C	A	4	0	0	25	0	75	0	0	39	0	0	0		
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	1	0	0	0		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	31	0	0	58	32	3	6	0	3	48	46	31		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	31	0	0	81	13	3	3	0	10	65	34	31		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

		Origin / Destinations: B											MAY 1994				
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours				
						Actual (7)	Plan (8)										
BANGKOK																	
<b>TOTAL BANGKOK</b>					<b>76</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>8</b>	<b>56</b>	<b>40</b>	<b>40</b>
BANJUL																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	0	35	36	24	14
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	15	79	11	14	
<b>TOTAL BANJUL</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>0</b>	<b>25</b>	<b>45</b>	<b>21</b>	<b>21</b>
BARCELONA																	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	27	0	0	89	4	7	0	0	0	-4	96	-3	27
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	27	0	0	93	4	4	0	0	4	81	6	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	94	3	2	1	0	0	-3	87	3	95
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	88	10	2	0	0	6	76	14	95	
	HEATHROW	IBERIA	S	A	93	0	0	90	6	1	2	0	0	97	-6	93	
	HEATHROW	IBERIA	S	D	93	0	0	92	3	3	1	0	0	-1	91	0	93
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	50	50	0	0	78	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	0	50	50	0	0	0	31	0	0	0
<b>TOTAL BARCELONA</b>					<b>435</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>4</b>	<b>4</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	25	2	1	88	0	8	4	0	0	3	75	13	24
	GLASGOW	LOGANAIR	S	D	27	0	1	78	15	7	0	0	0	4	88	10	25
<b>TOTAL BARRA</b>					<b>52</b>	<b>2</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>11</b>	<b>11</b>
BASLE MULHOUSE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	84	7	7	2	0	0	6	89	6	53
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	67	19	12	2	0	12	92	3	53	
	BIRMINGHAM	SWISS AIRLINES	S	A	26	0	1	96	0	0	4	0	0	3	85	2	26
	BIRMINGHAM	SWISS AIRLINES	S	D	27	0	0	48	33	11	7	0	0	21	89	6	27
	HEATHROW	SWISS AIRLINES	S	A	62	0	0	87	8	3	2	0	0	8	94	0	62
	HEATHROW	SWISS AIRLINES	S	D	61	0	1	62	23	13	2	0	0	12	100	-5	62
<b>TOTAL BASLE MULHOUSE</b>					<b>292</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>1</b>	<b>1</b>
BASTIA																	
	GATWICK	GB AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	87	0	242	1

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

		Origin / Destinations: B																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1994				
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
BASTIA																		
	GATWICK	GB AIRWAYS LTD	C	D	2	0	0	0	0	0	100	0	0	66	0	230	1	
<b>TOTAL BASTIA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>159</b>	<b>159</b>	
BEAUVAIS																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	0	22	44	0	0	47	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	11	11	56	0	0	64	0	0	0	
<b>TOTAL BEAUVAIS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>61</b>	<b>10</b>	<b>10</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	8	0	0	25	13	25	38	0	0	43	44	17	9	
	HEATHROW	AIR CHINA	S	D	8	0	0	100	0	0	0	0	0	0	89	2	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	50	25	25	0	0	0	18	22	31	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	1	88	7	8	
<b>TOTAL BEIJING</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>15</b>	<b>15</b>	
BEIRUT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	11	0	0	91	9	0	0	0	0	-20	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	100	0	0	0	0	0	-6	0	0	0	
	HEATHROW	MEA	S	A	17	0	0	76	6	12	6	0	0	3	86	6	14	
	HEATHROW	MEA	S	D	18	0	0	39	50	11	0	0	0	18	29	29	14	
<b>TOTAL BEIRUT</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>18</b>	<b>18</b>	
BELFAST CITY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	81	0	0	90	4	4	2	0	0	2	96	-1	78	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	81	0	0	85	7	4	2	1	0	9	95	3	80	
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	33	0	0	97	3	0	0	0	0	-1	86	5	66	
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	33	0	0	91	9	0	0	0	0	2	88	8	64	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	140	0	5	89	4	4	2	0	0	3	89	2	134	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	141	0	0	94	3	3	1	0	0	0	93	-3	134	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	97	1	1	99	1	0	0	0	0	-6	94	0	99	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	97	1	0	96	4	0	0	0	0	2	96	3	101	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	124	0	0	98	2	0	0	0	0	-5	92	2	113	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					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)												
BELFAST CITY																		
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	124	0	0	99	1	0	0	0	0	0	90	7	114	
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	112	1	0	99	1	0	0	0	0	-8	0	0	0	
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	112	1	0	98	2	0	0	0	0	-1	0	0	0	
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	A	8	0	0	100	0	0	0	0	0	-6	75	1	4	
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	D	8	0	0	38	38	25	0	0	0	18	67	8	3	
<b>TOTAL BELFAST CITY</b>					<b>1191</b>	<b>4</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>92</b>	<b>2</b>	<b>2</b>	
BELFAST INTERNATIONAL																		
	STANSTED	AB AIRLINES	S	A	121	0	0	93	4	2	1	0	0	-1	0	0	0	
	STANSTED	AB AIRLINES	S	D	121	1	0	90	5	3	2	0	0	4	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	241	0	0	94	5	0	0	0	0	1	96	-1	243	
	HEATHROW	BMI BRITISH MIDLAND	S	D	241	0	0	98	1	1	0	0	0	-4	95	-2	243	
	MANCHESTER	BMI REGIONAL	S	A	96	0	7	92	5	2	1	0	0	3	0	0	0	
	MANCHESTER	BMI REGIONAL	S	D	96	0	7	98	0	1	1	0	0	-5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	2	0	89	10	1	1	0	0	4	93	4	188	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	186	4	0	96	3	1	1	0	0	-1	94	0	186	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	135	0	2	93	5	1	0	1	0	1	84	7	129	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	135	0	2	99	0	1	0	0	0	-6	89	2	128	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	108	0	0	98	2	0	0	0	0	-2	96	-1	104	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	108	0	0	96	3	1	0	0	0	2	91	3	105	
	LUTON	EUROPEAN AIR CHARTER	S	A	32	1	13	59	6	16	16	3	0	30	0	0	0	
	LUTON	EUROPEAN AIR CHARTER	S	D	33	1	12	73	12	3	12	0	0	17	0	0	0	
	GLASGOW	LOGANAIR	S	A	114	0	0	96	4	0	0	0	0	0	0	0	0	
	GLASGOW	LOGANAIR	S	D	114	0	4	93	6	1	0	0	0	2	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2067</b>	<b>9</b>	<b>47</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	
BELGRADE																		
	HEATHROW	JATAIRWAYS	S	A	22	0	9	68	32	0	0	0	0	7	0	0	0	
	HEATHROW	JATAIRWAYS	S	D	22	0	9	86	9	5	0	0	0	4	0	0	0	
<b>TOTAL BELGRADE</b>					<b>44</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BENBECULA																		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 PLC	S	A	27	0	0	74	22	4	0	0	0	7	85	5	26	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	27	0	0	78	7	11	4	0	0	9	81	7	26	
<b>TOTAL BENBECULA</b>					<b>54</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>8</b>	<b>83</b>	<b>6</b>	<b>6</b>	
BERGAMO																		
BERGEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	68	26	3	3	0	0	13	77	11	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	97	0	3	0	0	0	-1	87	3	31	
	GATWICK	BRAATHENS ASA	S	A	31	0	0	90	10	0	0	0	0	3	0	0	0	
	GATWICK	BRAATHENS ASA	S	D	31	0	0	97	3	0	0	0	0	-3	0	0	0	
<b>TOTAL BERGEN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>7</b>	<b>7</b>	
BERLIN (SCHONEFELD)																		
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	92	5	3	0	0	0	-1	88	3	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	94	2	3	1	0	0	1	87	5	119	
	HEATHROW	LUFTHANSA	S	A	62	0	0	74	19	6	0	0	0	10	97	-1	32	
	HEATHROW	LUFTHANSA	S	D	62	0	0	100	0	0	0	0	0	-5	100	-8	32	
<b>TOTAL BERLIN (TEGEL)</b>					<b>364</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>2</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	-8	100	-21	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	0	15	0	0	18	92	8	13	
<b>TOTAL BERMUDA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>-6</b>	<b>-6</b>	
BERNE																		
BILBAO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	-5	84	0	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	97	3	0	0	0	0	2	81	11	31	
	HEATHROW	IBERIA	S	A	31	0	0	90	10	0	0	0	0	4	97	-4	31	
	HEATHROW	IBERIA	S	D	31	0	0	100	0	0	0	0	0	-10	100	-8	31	
<b>TOTAL BILBAO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>90</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	MAERSK AIR	S	A	61	0	0	69	31	0	0	0	0	10	87	7	60	
	GATWICK	MAERSK AIR	S	D	61	0	0	87	10	3	0	0	0	7	92	5	60	
	BIRMINGHAM	NEWAIR AIR SERVICE	S	A	50	0	0	78	18	4	0	0	0	2	70	11	44	
	BIRMINGHAM	NEWAIR AIR SERVICE	S	D	50	0	0	88	12	0	0	0	0	0	82	7	44	
	MANCHESTER	NEWAIR AIR SERVICE	S	A	50	0	0	86	8	6	0	0	0	7	77	9	44	
	MANCHESTER	NEWAIR AIR SERVICE	S	D	50	0	0	96	2	2	0	0	0	-6	84	3	44	
<b>TOTAL BILLUND</b>					<b>324</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>7</b>	<b>7</b>	
BIRMINGHAM																		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	175	1	0	89	5	5	2	0	0	7	93	0	41	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	174	2	0	94	3	2	1	0	0	1	94	-1	64	
<b>TOTAL BIRMINGHAM</b>					<b>350</b>	<b>7</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>3</b>	<b>3</b>	
BISHKEK (FRUNZE)																		
BOGOTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	22	0	0	0	0	-20	100	-13	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	88	13	0	0	0	0	4	89	6	9	
<b>TOTAL BOGOTA</b>					<b>17</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>-8</b>	<b>94</b>	<b>-4</b>	<b>-4</b>	
BOLOGNA																		
	GATWICK	ALITALIA	S	A	31	0	0	61	29	6	3	0	0	15	0	0	0	
	GATWICK	ALITALIA	S	D	31	0	0	74	16	10	0	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	7	74	19	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	3	0	0	5	77	14	31	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	8	0	0	0	38	38	25	0	0	54	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	8	0	0	38	25	25	13	0	0	29	0	0	0	
<b>TOTAL BOLOGNA</b>					<b>141</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>13</b>	
BORDEAUX																		
	GATWICK	AIR INTER EUROPE	S	A	31	0	0	94	0	6	0	0	0	-3	0	0	0	
	GATWICK	AIR INTER EUROPE	S	D	31	0	0	90	6	0	3	0	0	4	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	94	5	2	0	0	0	3	79	3	62	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	95	3	2	0	0	0	2	81	10	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BORDEAUX																	
<b>TOTAL BORDEAUX</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>5</b>	<b>5</b>
BOSTON																	
	HEATHROW	AMERICAN AIRLINES	S	A	61	1	0	67	26	7	0	0	0	11	71	5	31
	HEATHROW	AMERICAN AIRLINES	S	D	61	0	0	93	3	2	2	0	0	2	97	1	31
	GLASGOW	BRITISH AIRWAYS PLC	S	A	22	0	0	91	9	0	0	0	0	-5	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	D	21	0	0	71	24	0	5	0	0	12	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	89	7	3	2	0	0	-5	75	0	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	90	10	0	0	0	0	3	85	8	62
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	1	57	23	3	13	3	0	27	61	21	31
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	87	10	0	3	0	0	6	100	0	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	10	0	0	0	0	-7	55	13	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	94	0	3	3	0	0	3	94	6	31
<b>TOTAL BOSTON</b>					<b>411</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>8</b>	<b>8</b>
BREMEN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	0	89	5	5	0	0	0	6	93	5	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	0	95	5	0	0	0	0	-3	100	-13	14
	HEATHROW	LUFTHANSA	S	A	31	0	0	71	19	10	0	0	0	13	0	0	0
	HEATHROW	LUFTHANSA	S	D	31	0	0	84	16	0	0	0	0	2	0	0	0
<b>TOTAL BREMEN</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>2</b>	<b>2</b>
BREST																	
	GATWICK	BRIT AIR	S	A	31	0	0	97	3	0	0	0	0	4	100	1	31
	GATWICK	BRIT AIR	S	D	31	0	0	100	0	0	0	0	0	-1	97	1	31
<b>TOTAL BREST</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>1</b>	<b>1</b>
BRIDGETOWN																	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-9	50	65	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	22	33	54	3
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	-9	100	-18	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	0	4	50	23	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	27	100	-25	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1994					
						MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																		Actual (7)
BRIDGETOWN																		
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	44	11	22	22	0	0	43	60	17	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	24	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-1	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL BRIDGETOWN</b>					<b>57</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>5</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>20</b>	<b>20</b>	
BRINDISI																		
<b>TOTAL BRINDISI</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>13</b>	<b>13</b>	
BRISBANE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	57	17	17	4	0	4	73	36	24	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	86	0	5	10	0	0	10	80	10	15	
<b>TOTAL BRISBANE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>59</b>	<b>17</b>	<b>17</b>	
BRISTOL																		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	103	1	0	89	8	2	1	0	0	2	98	-1	92	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	1	0	92	6	1	1	0	0	3	98	-2	92	
<b>TOTAL BRISTOL</b>					<b>208</b>	<b>5</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>-2</b>	<b>-2</b>	
BRUGGEN																		
<b>TOTAL BRUGGEN</b>					<b>2</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>8</b>	
BRUSSELS																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	74	0	1	86	4	1	8	0	0	8	97	-7	86	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	74	0	1	86	7	0	5	1	0	14	97	4	87	
	HEATHROW	BMI BRITISH MIDLAND	S	A	199	0	6	88	6	3	4	0	0	6	92	1	202	
	HEATHROW	BMI BRITISH MIDLAND	S	D	199	0	6	89	6	2	3	1	0	4	93	-1	201	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	112	0	0	72	18	5	4	1	0	12	83	6	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	112	0	0	90	5	2	3	0	0	5	93	3	29	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	50	0	0	56	30	4	10	0	0	21	84	6	51	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
BRUSSELS																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	50	0	0	88	2	2	8	0	0	15	94	5	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	200	1	1	87	5	2	6	1	0	10	87	6	196	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	200	0	1	89	5	3	3	1	0	6	88	5	198	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	48	0	0	94	2	0	4	0	0	2	90	1	73	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	47	0	1	85	4	2	9	0	0	9	96	1	73	
	STANSTED	KLM UK LTD	S	A	95	0	5	76	9	8	5	1	0	9	86	4	72	
	STANSTED	KLM UK LTD	S	D	95	0	5	82	8	3	6	0	0	12	86	9	72	
	GLASGOW	SABENA	S	A	57	0	0	58	14	23	5	0	0	19	98	-8	53	
	GLASGOW	SABENA	S	D	57	2	0	42	28	21	7	2	0	30	96	2	53	
	HEATHROW	SABENA	S	A	236	0	16	88	7	3	3	0	0	4	93	0	246	
	HEATHROW	SABENA	S	D	235	0	17	89	5	2	4	0	0	6	96	-1	244	
	MANCHESTER	SABENA	S	A	25	0	2	44	40	8	8	0	0	21	59	14	74	
	MANCHESTER	SABENA	S	D	29	0	2	76	14	0	10	0	0	11	88	4	73	
	HEATHROW	UNITED AIRLINES	S	A	28	0	3	93	7	0	0	0	0	0	67	20	27	
	HEATHROW	UNITED AIRLINES	S	D	28	0	3	96	0	4	0	0	0	2	79	13	28	
<b>TOTAL BRUSSELS</b>					<b>2251</b>	<b>4</b>	<b>70</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>3</b>	<b>3</b>	
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	14	0	0	50	36	7	7	0	0	18	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	14	0	0	93	7	0	0	0	0	2	0	0	0	
	HEATHROW	TAROM	S	A	40	0	0	70	10	20	0	0	0	9	39	35	31	
	HEATHROW	TAROM	S	D	40	0	0	75	20	5	0	0	0	7	48	31	31	
	MANCHESTER	TAROM	S	A	9	0	0	100	0	0	0	0	0	-13	44	54	9	
	MANCHESTER	TAROM	S	D	9	0	0	89	0	0	0	0	11	62	78	41	9	
	STANSTED	TAROM	S	A	4	0	1	100	0	0	0	0	0	2	46	19	13	
	STANSTED	TAROM	S	D	5	0	0	80	0	0	20	0	0	25	38	33	13	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>135</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>46</b>	<b>34</b>	<b>34</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	10	6	2	0	0	4	73	11	62	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
BUDAPEST																	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	90	6	3	0	0	0	4	85	14	62
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	74	15	10	2	0	0	4	55	17	47
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	85	6	6	2	0	0	4	66	12	47
<b>TOTAL BUDAPEST</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>13</b>	<b>13</b>
BUENOS AIRES																	
	HEATHROW	AEROLINEAS ARGENTINAS	S	A	9	0	4	56	11	22	0	0	11	59	40	25	5
	HEATHROW	AEROLINEAS ARGENTINAS	S	D	9	0	4	78	11	0	11	0	0	14	80	7	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	79	14	0	7	0	0	6	92	-5	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	100	0	0	0	0	0	-4	85	12	13
<b>TOTAL BUENOS AIRES</b>					<b>46</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>81</b>	<b>7</b>	<b>7</b>
BURGAS																	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	19	0	0	0
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	27	0	0	0
	STANSTED	AIR VIA BULGARIAN AIRWAYS	C	A	3	0	1	67	0	33	0	0	0	19	0	0	0
	STANSTED	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	24	0	0	0
<b>TOTAL BURGAS</b>					<b>23</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>14</b>	<b>50</b>	<b>50</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1994				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
CAEN																					
CAGLIARI (ELMAS)																					
		GATWICK		GB AIRWAYS LTD			C	A	2	0	0	50	0	0	50	0	0	39	0	0	0
		GATWICK		GB AIRWAYS LTD			C	D	2	0	0	0	50	50	0	0	0	31	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>																					
CAIRO																					
		HEATHROW		BRITISH AIRWAYS PLC			S	A	31	0	0	94	6	0	0	0	0	-6	97	-6	31
		HEATHROW		BRITISH AIRWAYS PLC			S	D	31	0	0	100	0	0	0	0	0	1	87	4	31
		HEATHROW		EGYPT AIR			S	A	31	0	0	48	26	23	3	0	0	19	48	20	31
		HEATHROW		EGYPT AIR			S	D	31	0	0	65	23	6	6	0	0	15	71	16	31
		MANCHESTER		EGYPT AIR			S	A	4	0	1	75	0	0	25	0	0	15	0	0	0
		MANCHESTER		EGYPT AIR			S	D	4	0	1	0	50	25	25	0	0	50	0	0	0
		GATWICK		EXCALIBUR AIRWAYS			C	D	4	0	0	0	25	50	25	0	0	43	0	0	0
<b>TOTAL CAIRO</b>																					
CALCUTTA																					
		HEATHROW		BRITISH AIRWAYS PLC			S	A	9	0	0	22	0	0	78	0	0	67	33	110	9
		HEATHROW		BRITISH AIRWAYS PLC			S	D	9	0	0	89	11	0	0	0	0	7	79	9	19
<b>TOTAL CALCUTTA</b>																					
CALGARY																					
		HEATHROW		AIR CANADA			S	A	13	0	0	85	8	8	0	0	0	71	6	14	14
		HEATHROW		AIR CANADA			S	D	13	0	0	92	0	8	0	0	0	4	92	16	13
		GLASGOW		CANADA 3000 AIRLINES			C	A	2	0	0	50	50	0	0	0	0	20	0	0	0
<b>TOTAL CALGARY</b>																					
CALVI																					
		GATWICK		AIR 2000			C	A	3	0	0	0	67	33	0	0	0	28	0	65	4
		GATWICK		AIR 2000			C	D	4	0	0	75	25	0	0	0	0	7	60	38	5
		GATWICK		GB AIRWAYS LTD			C	A	3	0	0	33	33	0	33	0	0	55	50	14	2
		GATWICK		GB AIRWAYS LTD			C	D	3	0	0	33	33	0	33	0	0	63	33	80	3
<b>TOTAL CALVI</b>																					

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CAMAGUEY	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	132	0	0	0
<b>TOTAL CAMAGUEY</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>132</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAMBRIDGE	MANCHESTER	SCOT AIRWAYS	S	A	42	0	0	93	5	2	0	0	3	100	-17	40	
	MANCHESTER	SCOT AIRWAYS	S	D	42	0	0	79	12	10	0	0	3	85	-4	40	
<b>TOTAL CAMBRIDGE</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>-10</b>	<b>-10</b>	
CAMPBELTOWN	GLASGOW	LOGANAIR	S	A	40	2	0	93	5	3	0	0	1	85	-6	40	
	GLASGOW	LOGANAIR	S	D	44	2	1	86	9	5	0	0	3	88	7	43	
<b>TOTAL CAMPBELTOWN</b>					<b>84</b>	<b>4</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>1</b>	<b>1</b>	
CANCUN	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	20	0	60	20	0	43	100	-11	3	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	20	60	20	0	0	24	67	25	3	
<b>TOTAL CANCUN</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>34</b>	<b>83</b>	<b>7</b>	<b>7</b>	
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	8	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	8	8	0	18	0	0	0	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	5	0	0	80	20	0	0	0	-2	63	4	8	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	5	0	0	100	0	0	0	0	-3	57	13	7	
<b>TOTAL CAPE TOWN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>7</b>	<b>7</b>	
CARACAS	HEATHROW	VIASA	S	A	8	1	0	88	0	0	13	0	10	50	42	12	
	HEATHROW	VIASA	S	D	8	1	0	50	25	13	13	0	28	75	47	12	
<b>TOTAL CARACAS</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>44</b>	<b>44</b>	
CARDIFF WALES	BIRMINGHAM	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	100	0	0	0	0	9	0	0	0	
	BIRMINGHAM	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	1	25	50	25	0	0	22	0	0	0	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					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
						Matched	Plan (8)										
CARDIFF WALES																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	66	0	0	89	3	3	3	2	0	7	89	7	65
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	67	0	0	91	0	1	6	1	0	10	84	9	64
<b>TOTAL CARDIFF WALES</b>					<b>141</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>8</b>	<b>8</b>
CASABLANCA MOHAMED V																	
	HEATHROW	GB AIRWAYS LTD	S	A	22	0	0	82	5	9	5	0	0	8	85	3	20
	HEATHROW	GB AIRWAYS LTD	S	D	23	0	0	61	13	13	13	0	0	18	64	16	22
	HEATHROW	ROYAL AIR MAROC	S	A	26	0	0	77	19	4	0	0	0	6	70	8	27
	HEATHROW	ROYAL AIR MAROC	S	D	26	0	0	100	0	0	0	0	0	1	85	4	27
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>8</b>	<b>8</b>
CATANIA (FONTANAROSSA)																	
	GATWICK	ALITALIA	S	A	30	0	1	70	20	10	0	0	0	11	0	0	0
	GATWICK	ALITALIA	S	D	30	0	1	73	13	10	3	0	0	14	0	0	0
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	42	0	0	0
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-20	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	13	0	69	9
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	89	32	9
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>82</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>13</b>
CHANIA																	
	GATWICK	AIR 2000	C	A	5	0	0	0	20	60	20	0	0	51	0	64	5
	GATWICK	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	21	40	26	5
	MANCHESTER	AIR 2000	C	A	5	0	0	20	40	20	20	0	0	43	0	54	5
	MANCHESTER	AIR 2000	C	D	5	0	0	40	20	20	20	0	0	31	20	38	5
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	20	20	60	0	0	0	29	0	100	5
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	100	0	0	0	0	0	11	40	29	5
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	0	40	40	20	0	0	42	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	60	0	20	20	0	0	20	0	46	1
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	0	14	29	43	14	0	81	0	79	3
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	43	14	14	14	14	0	49	75	22	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	33	0	0	0	20	0	0	0

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
CHANIA																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	33	67	0	0	87	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	0	75	0	0	69	0	0	0	
<b>TOTAL CHANIA</b>					<b>68</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>16</b>	<b>24</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>28</b>	<b>48</b>	<b>48</b>	
CHARLOTTE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	74	19	6	0	0	0	6	74	-2	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	4	87	7	31	
<b>TOTAL CHARLOTTE</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>5</b>	<b>81</b>	<b>2</b>	<b>2</b>	
CHELYABINSK																		
CHICAGO (O'HARE)																		
	BIRMINGHAM	AMERICAN AIRLINES	S	A	6	0	0	83	17	0	0	0	0	-7	0	0	0	
	BIRMINGHAM	AMERICAN AIRLINES	S	D	6	0	0	100	0	0	0	0	0	-3	0	0	0	
	GLASGOW	AMERICAN AIRLINES	S	A	31	2	0	61	26	6	3	3	0	20	68	13	31	
	GLASGOW	AMERICAN AIRLINES	S	D	30	1	0	93	3	3	0	0	0	4	87	9	30	
	HEATHROW	AMERICAN AIRLINES	S	A	93	1	0	48	18	26	8	0	0	24	52	15	62	
	HEATHROW	AMERICAN AIRLINES	S	D	93	0	0	90	5	2	2	0	0	4	95	5	61	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	77	0	16	6	0	0	13	77	-4	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	90	3	3	3	0	0	8	81	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	80	10	3	7	0	0	5	82	0	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	69	23	5	2	0	2	28	81	12	62	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>444</b>	<b>4</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>8</b>	<b>8</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	30	0	1	73	20	7	0	0	0	7	65	10	31	
	GATWICK	DELTA AIRLINES	S	D	31	0	0	90	0	6	0	3	0	12	68	21	31	
<b>TOTAL CINCINNATI</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>16</b>	<b>16</b>	
CITY OF DERRY (EGLINTON)																		
	GLASGOW	LOGANAIR	S	A	30	1	0	93	3	3	0	0	0	100	3	31		
	GLASGOW	LOGANAIR	S	D	31	0	0	94	0	6	0	0	0	3	94	7	31	
	MANCHESTER	LOGANAIR	S	A	32	0	0	94	3	3	0	0	0	-4	0	29	31	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					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
						Matched	Plan (8)										
CITY OF DERRY (EGLINTON)																	
	MANCHESTER	LOGANAIR	S	D	32	0	0	94	0	6	0	0	0	-3	0	25	31
	BIRMINGHAM	MACAIR LTD	S	A	24	1	1	88	0	0	13	0	0	7	0	0	0
	BIRMINGHAM	MACAIR LTD	S	D	24	1	1	67	8	13	13	0	0	24	0	0	0
	STANSTED	MACAIR LTD	S	A	19	1	6	74	16	11	0	0	0	11	0	0	0
	STANSTED	MACAIR LTD	S	D	21	1	4	71	24	5	0	0	0	9	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>213</b>	<b>5</b>	<b>12</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>48</b>	<b>16</b>	<b>16</b>
COLOGNE (BONN)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	81	14	2	3	0	0	8	57	13	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	81	14	3	2	0	0	6	91	3	58
	GATWICK	GB AIRWAYS LTD	C	A	2	1	0	100	0	0	0	0	0	-5	0	0	0
	GATWICK	GB AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0
	HEATHROW	LUFTHANSA	S	A	30	0	0	93	7	0	0	0	0	-1	82	5	61
	HEATHROW	LUFTHANSA	S	D	32	0	0	97	3	0	0	0	0	-5	97	-6	61
<b>TOTAL COLOGNE (BONN)</b>					<b>185</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>4</b>	<b>4</b>
COLOMBO																	
	HEATHROW	SRILANKAN AIRLINES	S	A	17	0	0	59	12	12	12	6	0	37	28	47	18
	HEATHROW	SRILANKAN AIRLINES	S	D	17	0	0	88	0	6	6	0	0	11	56	14	18
<b>TOTAL COLOMBO</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>42</b>	<b>30</b>	<b>30</b>
CONNAUGHT																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	19	0	0	89	0	5	5	0	0	-6	100	-15	18
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	19	0	0	89	0	5	5	0	0	7	83	1	18
	STANSTED	RYANAIR	S	A	40	0	0	78	10	10	3	0	0	3	82	12	34
	STANSTED	RYANAIR	S	D	41	0	0	68	20	0	12	0	0	16	73	15	37
<b>TOTAL CONNAUGHT</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>7</b>	<b>7</b>
CONSTANTA																	
COPENHAGEN																	
	MANCHESTER	AER LINGUS	S	A	27	0	0	96	0	4	0	0	0	-6	96	-4	27
	MANCHESTER	AER LINGUS	S	D	27	0	0	78	19	0	4	0	0	7	93	4	27
	GLASGOW	BMI BRITISH MIDLAND	S	A	54	0	0	85	15	0	0	0	0	2	98	-6	53

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					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
						MATCHED	Plan (8)										
COPENHAGEN																	
	GLASGOW	BMI BRITISH MIDLAND	S	D	54	0	0	94	4	2	0	0	0	4	96	1	53
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	76	15	5	5	0	0	11	89	0	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	73	18	5	5	0	0	14	82	9	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	0	88	12	0	0	0	0	4	88	5	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	0	94	3	3	0	0	0	0	85	9	89
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	46	0	0	78	17	2	2	0	0	10	90	7	41
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	46	0	0	98	0	0	2	0	0	3	100	0	41
	STANSTED	KLM UK LTD	S	A	54	0	0	96	4	0	0	0	0	-14	73	14	56
	STANSTED	KLM UK LTD	S	D	54	0	0	93	2	4	2	0	0	4	84	9	56
	GATWICK	MAERSK AIR	S	A	26	0	0	62	27	8	4	0	0	16	68	10	53
	GATWICK	MAERSK AIR	S	D	27	0	0	100	0	0	0	0	0	3	92	5	53
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	8	0	0	75	0	0	13	0	13	68	33	45	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	8	0	0	63	0	0	13	0	25	136	22	49	9
	HEATHROW	SAS	S	A	148	0	0	74	18	6	2	0	0	12	84	5	147
	HEATHROW	SAS	S	D	152	0	0	94	5	1	0	0	0	-1	94	-1	153
	MANCHESTER	SAS	S	A	83	0	0	87	6	6	1	0	0	7	97	2	58
	MANCHESTER	SAS	S	D	82	0	3	99	1	0	0	0	0	-3	98	-2	58
	HEATHROW	VARIG	S	A	13	0	0	77	15	0	8	0	0	18	75	5	12
	HEATHROW	VARIG	S	D	13	0	0	31	31	0	31	8	0	50	69	25	13
<b>TOTAL COPENHAGEN</b>					<b>1278</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>6</b>
CORFU																	
	BIRMINGHAM	AIR 2000	C	A	7	0	2	86	14	0	0	0	0	1	75	8	8
	BIRMINGHAM	AIR 2000	C	D	9	0	0	67	33	0	0	0	0	7	56	22	9
	GATWICK	AIR 2000	C	A	17	0	1	71	12	6	6	6	0	13	74	3	23
	GATWICK	AIR 2000	C	D	19	0	0	79	5	5	11	0	0	2	65	24	23
	GLASGOW	AIR 2000	C	A	7	0	0	43	14	0	29	14	0	55	43	11	7
	GLASGOW	AIR 2000	C	D	9	0	1	78	11	0	11	0	0	20	22	31	9
	MANCHESTER	AIR 2000	C	A	20	0	3	50	25	20	5	0	0	11	63	26	19

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 1994			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CORFU																	
	MANCHESTER	AIR 2000	C	D	23	0	0	52	30	4	13	0	0	20	57	30	23
	BIRMINGHAM	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	1	0	50	50	0	0	0	34	0	0	0
	BIRMINGHAM	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	60	20	20	0	0	0	19	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	1	0	50	0	0	50	0	145	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	0	67	0	0	0	33	0	90	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	0	0	100	0	0	0	49	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	11	1	0	45	36	18	0	0	0	13	55	51	11
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	69	23	0	8	0	0	11	57	43	14
	GATWICK	BRITANNIA AIRWAYS	C	A	22	1	0	45	27	23	0	5	0	31	40	37	20
	GATWICK	BRITANNIA AIRWAYS	C	D	25	0	0	72	12	4	8	4	0	25	52	28	23
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	28	100	-14	3
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	12	100	-3	5
	LUTON	BRITANNIA AIRWAYS	C	A	7	0	1	29	29	43	0	0	0	26	71	27	7
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	63	25	13	0	0	0	15	33	24	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	47	18	18	18	0	0	30	20	67	20
	MANCHESTER	BRITANNIA AIRWAYS	C	D	21	0	0	67	5	10	14	0	5	43	52	45	23
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	11	67	8	3
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	80	12	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	7	67	0	33	0	0	0	18	25	24	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	33	33	0	33	0	0	33	25	18	4
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	19	50	18	4
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	20	40	20	20	0	0	30	60	11	5
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	3	0	1	0	33	33	33	0	0	46	0	186	1
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	4	0	0	0	0	75	25	0	0	45	0	207	1
	GATWICK	LEISURE INTERNATIONAL	C	A	10	0	0	40	20	10	30	0	0	46	27	79	11
	GATWICK	LEISURE INTERNATIONAL	C	D	10	0	0	60	0	20	20	0	0	32	73	16	11
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	40	0	60	0	0	0	24	0	74	5

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	80	20	0	0	0	0	4	40	59	5
	STANSTED	LEISURE INTERNATIONAL	C	A	2	0	1	100	0	0	0	0	0	-8	33	39	3
	STANSTED	LEISURE INTERNATIONAL	C	D	3	0	0	100	0	0	0	0	0	7	50	15	2
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	22	28	28	22	0	0	43	47	51	15
	GATWICK	MONARCH AIRLINES	C	D	19	0	4	68	0	16	16	0	0	26	56	37	16
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	1	60	0	40	0	0	0	24	25	44	8
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	83	0	17	0	0	0	5	33	47	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	0	67	33	0	142	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	50	50	0	149	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	25	25	38	13	0	87	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	0	38	25	25	13	0	69	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	0	67	33	0	157	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	75	25	0	122	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	1	2	0	11	32	32	21	5	130	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	21	0	0	38	10	10	43	0	0	56	0	0	0
	MANCHESTER	TRANSAER	C	A	5	0	0	0	0	0	80	20	0	142	0	0	0
	MANCHESTER	TRANSAER	C	D	5	0	1	0	0	40	60	0	0	94	0	0	0
<b>TOTAL CORFU</b>					<b>461</b>	<b>4</b>	<b>31</b>	<b>48</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>52</b>	<b>39</b>	<b>39</b>
CORK	BIRMINGHAM	AER LINGUS	S	A	27	0	0	96	0	0	4	0	0	-4	0	0	0
	BIRMINGHAM	AER LINGUS	S	D	29	0	0	97	0	3	0	0	0	4	0	0	0
	HEATHROW	AER LINGUS	S	A	119	0	1	85	5	4	5	1	0	10	78	10	120
	HEATHROW	AER LINGUS	S	D	118	0	2	79	11	5	4	1	0	11	88	4	120
	MANCHESTER	AER LINGUS	S	A	8	0	0	100	0	0	0	0	0	-4	89	-3	9
	MANCHESTER	AER LINGUS	S	D	8	0	0	100	0	0	0	0	0	-10	100	-6	9
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	2	87	6	4	4	0	0	7	96	0	53
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	54	0	0	89	7	2	2	0	0	2	100	-4	51
	GATWICK	CITY FLYER EXPRESS	S	A	31	0	0	65	16	16	3	0	0	14	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	31	0	0	74	6	16	3	0	0	14	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	31	0	0	97	3	0	0	0	0	-9	97	-4	30

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1994					
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
CORK	BIRMINGHAM	DUO AIRWAYS LTD	S	D	31	0	0	100	0	0	0	0	0	0	93	2	30
	STANSTED	RYANAIR	S	A	42	0	0	74	12	12	2	0	0	10	81	12	36
	STANSTED	RYANAIR	S	D	42	0	0	76	14	7	2	0	0	10	70	18	37
<b>TOTAL CORK</b>					<b>623</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>5</b>	<b>5</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: D								MAY 1994						
										NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE								% Early to 15	Average Delay (mins)	No matched records
										MATCHED		UNMATCHED		Early to 15 mins	16 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)	Actual (7)	Plan (8)											
DACCA		HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	16	1	1	13	0	6	44	13	25	217	16	162	19						
		HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	17	0	0	47	12	6	12	6	18	112	32	97	19						
		HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	67	6	6	22	0	0	28	44	44	16						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	83	17	0	0	0	0	7	89	6	18						
<b>TOTAL DACCA</b>						<b>69</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>9</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>10</b>	<b>87</b>	<b>44</b>	<b>79</b>	<b>79</b>						
DALAMAN		BIRMINGHAM	AIR 2000	C	A	7	0	2	71	29	0	0	0	0	3	86	1	7						
		BIRMINGHAM	AIR 2000	C	D	9	0	0	67	22	11	0	0	0	10	78	7	9						
		GATWICK	AIR 2000	C	A	11	0	3	45	18	18	18	0	0	25	29	43	14						
		GATWICK	AIR 2000	C	D	14	0	0	79	7	7	7	0	0	11	59	21	17						
		GLASGOW	AIR 2000	C	A	4	0	0	0	50	50	0	0	0	30	25	23	4						
		GLASGOW	AIR 2000	C	D	4	1	1	75	25	0	0	0	0	11	100	1	5						
		MANCHESTER	AIR 2000	C	A	17	0	3	35	24	29	12	0	0	22	44	30	18						
		MANCHESTER	AIR 2000	C	D	20	0	0	85	0	10	5	0	0	3	67	14	21						
		GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	5	0	0	0	0	40	20	40	0	125	0	0	0						
		GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	40	0	20	20	20	0	75	0	0	0						
		MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	75	0	0	25	0	0	13	0	0	0						
		MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	50	25	0	25	0	0	33	0	0	0						
		MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	1	100	0	0	0	0	0	-13	0	0	0						
		MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	100	0	0	0	0	0	-1	0	0	0						
		HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	20	0	60	20	0	0	28	40	17	5						
		HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	0	20	0	0	0	9	80	12	5						
		BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-8	33	17	3						
		BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	50	14	4						
		GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	11	0	0	19	25	60	8						
		GATWICK	BRITANNIA AIRWAYS	C	D	12	0	0	58	25	8	8	0	0	21	25	54	8						
		GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	67	33	0	0	51	25	47	4						



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					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)											
DALAMAN	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	20	20	0	0	41	0	45	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	29	21	36	7	7	0	40	80	7	10
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	61	11	17	6	6	0	24	67	5	12
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	8	67	15	3
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	14	50	15	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	20	0	0	40	10	25	20	0	5	71	0	62	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	20	0	0	50	15	10	20	0	5	67	60	53	5
	GLASGOW	CALEDONIAN AIRWAYS	C	A	7	0	0	57	29	14	0	0	0	17	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	8	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	12	0	0	25	33	25	17	0	0	35	75	7	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	14	0	0	57	29	7	7	0	0	21	100	0	4
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	1	100	0	0	0	0	0	-11	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	80	0	0	20	0	0	31	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	1	67	0	33	0	0	0	14	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	16	1	3	13	31	13	25	19	0	94	40	40	10
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	50	10	10	15	15	0	59	45	28	11
	LUTON	MONARCH AIRLINES	C	A	4	0	1	100	0	0	0	0	0	-7	100	-5	4
	LUTON	MONARCH AIRLINES	C	D	5	1	0	100	0	0	0	0	0	-3	80	9	5
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	1	23	38	23	15	0	0	33	43	31	7
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	50	36	14	0	0	0	16	78	9	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	58	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	28	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	5	0	15	23	54	0	8	118	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	33	28	0	33	6	0	58	0	0	0
	GATWICK	ONUR AIR	C	A	3	0	1	67	33	0	0	0	0	14	0	0	0
	GATWICK	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	MANCHESTER	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	-5	0	0	0
	MANCHESTER	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	9	0	0	0
	GLASGOW	PEGASUS AIRLINES	C	A	3	0	0	100	0	0	0	0	0	5	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
DALAMAN																		
	GLASGOW	PEGASUS AIRLINES	C	D	3	0	0	0	100	0	0	0	0	21	0	0	0	
	BIRMINGHAM	SUNWAYS	C	A	5	0	0	40	20	40	0	0	0	20	0	0	0	
	BIRMINGHAM	SUNWAYS	C	D	5	0	0	20	0	60	20	0	0	38	0	0	0	
	GATWICK	SUNWAYS	C	A	5	0	0	0	0	20	80	0	0	67	0	0	0	
	GATWICK	SUNWAYS	C	D	5	0	0	0	0	20	80	0	0	65	0	0	0	
	GLASGOW	SUNWAYS	C	A	4	0	0	75	0	0	25	0	0	36	0	0	0	
	GLASGOW	SUNWAYS	C	D	4	0	0	50	0	25	25	0	0	44	0	0	0	
	MANCHESTER	SUNWAYS	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	MANCHESTER	SUNWAYS	C	D	5	0	0	20	40	40	0	0	0	27	0	0	0	
	MANCHESTER	TRANSAER	C	A	3	1	2	33	0	33	0	33	0	127	0	0	0	
	MANCHESTER	TRANSAER	C	D	3	1	1	0	67	0	0	33	0	125	0	0	0	
<b>TOTAL DALAMAN</b>					<b>482</b>	<b>6</b>	<b>36</b>	<b>50</b>	<b>17</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>53</b>	<b>29</b>	<b>29</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	54	0	1	48	31	15	4	2	0	21	44	27	52	
	GATWICK	AMERICAN AIRLINES	S	D	54	0	1	72	19	6	4	0	0	15	69	19	52	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	93	3	0	3	0	0	-1	90	-7	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	3	0	0	0	4	87	8	31	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>169</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>15</b>	<b>15</b>	
DAMASCUS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	80	20	0	0	0	0	-11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	7	0	0	100	0	0	0	0	0	-24	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	5	88	13	0	0	0	0	-1	0	0	0	
	HEATHROW	SYRIANAIR	S	A	12	0	0	83	0	8	8	0	0	-6	44	138	9	
	HEATHROW	SYRIANAIR	S	D	11	0	0	45	36	9	9	0	0	22	44	39	9	
<b>TOTAL DAMASCUS</b>					<b>47</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>44</b>	<b>88</b>	<b>88</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	71	14	0	14	0	0	18	83	5	23	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DAR-ES-SALAAM	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	8	0	0	0	10	85	7	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>5</b>	<b>5</b>
DEAUVILLE																	
DELHI	HEATHROW	AIR CANADA	S	A	17	0	1	59	29	12	0	0	0	11	44	18	18
	HEATHROW	AIR CANADA	S	D	16	0	1	63	25	0	6	6	0	32	39	22	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	0	0	0	75	25	0	126	0	77	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL DELHI</b>					<b>41</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>22</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>29</b>	<b>37</b>	<b>37</b>
DENVER INTERNATIONAL																	
DETROIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	23	10	3	0	0	12	87	-5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	13	3	0	0	15	74	10	31
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	65	13	19	3	0	0	14	0	0	0
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	97	0	0	3	0	0	5	0	0	0
<b>TOTAL DETROIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>9</b>	<b>9</b>
DHAHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	96	0	4	0	0	0	-11	96	-9	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	85	12	4	0	0	0	4	63	12	27
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	5	0	0	0	20	80	0	0	0	41	63	14	8
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	100	0	0	0	0	0	6	56	16	9
<b>TOTAL DHAHRAN</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>5</b>	<b>5</b>
DIJON	STANSTED	PROTEUS AIR SYSTEM SA	S	A	18	2	3	89	11	0	0	0	0	5	85	6	20
	STANSTED	PROTEUS AIR SYSTEM SA	S	D	19	1	2	100	0	0	0	0	0	-4	100	-1	20
<b>TOTAL DIJON</b>					<b>37</b>	<b>3</b>	<b>5</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>
DOHA	HEATHROW	GULF AIR	S	D	4	0	0	100	0	0	0	0	0	-8	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DOHA																		
	GATWICK	QATAR AIRWAYS	S	A	4	0	0	75	0	0	25	0	0	-14	0	0	0	
	GATWICK	QATAR AIRWAYS	S	D	4	0	0	25	50	25	0	0	0	21	0	0	0	
<b>TOTAL DOHA</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DONEGAL																		
	GLASGOW	LOGANAIR	S	A	14	0	0	100	0	0	0	0	0	-2	92	7	13	
	GLASGOW	LOGANAIR	S	D	14	0	0	100	0	0	0	0	0	1	77	8	13	
	BIRMINGHAM	MACAIR LTD	S	A	20	0	1	70	10	15	5	0	9	0	0	0		
	BIRMINGHAM	MACAIR LTD	S	D	20	0	1	95	0	0	5	0	4	0	0	0		
<b>TOTAL DONEGAL</b>					<b>68</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>8</b>	<b>8</b>		
DORTMUND																		
DOUALA																		
	GATWICK	CAMEROON AIRLINES	S	A	4	0	1	50	0	25	25	0	0	45	0	0	0	
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	25	50	25	0	0	0	24	0	0	0	
<b>TOTAL DOUALA</b>					<b>8</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DRESDEN																		
	HEATHROW	LUFTHANSA	S	A	61	0	0	75	18	5	2	0	0	11	42	21	31	
	HEATHROW	LUFTHANSA	S	D	56	0	0	89	7	4	0	0	0	2	97	-1	31	
<b>TOTAL DRESDEN</b>					<b>117</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>10</b>	<b>10</b>	
DUBAI																		
	GATWICK	EMIRATES	S	A	18	0	0	72	17	11	0	0	0	7	0	0	0	
	GATWICK	EMIRATES	S	D	17	0	0	71	29	0	0	0	0	10	0	0	0	
	HEATHROW	EMIRATES	S	A	48	0	0	67	27	4	2	0	0	11	49	18	35	
	HEATHROW	EMIRATES	S	D	54	0	0	87	7	4	2	0	0	7	54	14	35	
	MANCHESTER	EMIRATES	S	A	22	0	0	68	23	5	0	5	0	18	45	21	22	
	MANCHESTER	EMIRATES	S	D	22	0	0	77	14	0	9	0	0	14	59	17	22	
<b>TOTAL DUBAI</b>					<b>181</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>17</b>	<b>17</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	150	0	0	97	1	2	0	0	0	-4	98	-3	170	

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			CHARTER/ SCHED	ARR/ DEP	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)											
DUBLIN	BIRMINGHAM	AER LINGUS	S	D	148	0	0	95	3	1	0	0	0	4	98	3	170
	GLASGOW	AER LINGUS	S	A	125	0	0	98	2	0	0	0	0	-3	95	-3	135
	GLASGOW	AER LINGUS	S	D	125	0	0	96	2	1	1	0	0	2	96	1	135
	HEATHROW	AER LINGUS	S	A	410	1	3	87	10	3	0	0	0	6	82	9	423
	HEATHROW	AER LINGUS	S	D	411	1	5	92	6	1	1	0	0	1	91	2	421
	MANCHESTER	AER LINGUS	S	A	186	0	0	96	2	1	1	0	0	0	96	-2	225
	MANCHESTER	AER LINGUS	S	D	182	1	0	89	5	4	2	1	0	4	95	-3	220
	HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	1	89	9	2	0	0	0	3	89	5	244
	HEATHROW	BMI BRITISH MIDLAND	S	D	245	0	0	93	6	2	0	0	0	0	94	-2	243
	GATWICK	CITY FLYER EXPRESS	S	A	97	0	0	63	24	13	0	0	0	12	51	18	132
	GATWICK	CITY FLYER EXPRESS	S	D	97	0	0	84	13	3	0	0	0	7	79	7	133
	BIRMINGHAM	RYANAIR	S	A	92	0	0	95	4	1	0	0	0	-1	90	5	100
	BIRMINGHAM	RYANAIR	S	D	92	0	0	85	9	4	2	0	0	11	81	9	100
	GATWICK	RYANAIR	S	A	89	0	0	80	18	1	1	0	0	10	0	0	0
	GATWICK	RYANAIR	S	D	89	0	0	92	6	1	1	0	0	5	0	0	0
	LUTON	RYANAIR	S	A	59	3	1	92	7	0	2	0	0	1	98	-4	62
	LUTON	RYANAIR	S	D	58	3	1	86	12	0	2	0	0	7	95	-1	63
	MANCHESTER	RYANAIR	S	A	94	0	2	94	6	0	0	0	0	4	78	10	90
	MANCHESTER	RYANAIR	S	D	95	0	1	82	14	2	2	0	0	9	70	13	90
	STANSTED	RYANAIR	S	A	240	5	0	89	5	3	3	0	0	7	84	4	266
	STANSTED	RYANAIR	S	D	238	9	1	84	11	3	1	0	0	9	76	14	269
<b>TOTAL DUBLIN</b>					<b>3566</b>	<b>25</b>	<b>15</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>4</b>	<b>4</b>
DUBROVNIK																	
DUNDEE																	
	MANCHESTER	BMI REGIONAL	S	A	54	0	0	70	20	9	0	0	0	10	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	54	0	0	81	11	6	2	0	0	4	0	0	0
<b>TOTAL DUNDEE</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
DURBAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	6	94	-1	18

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
DURBAN																			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	5	100	-3	18		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	9	0	0	33	11	56	0	0	0	23	50	13	8		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	9	0	0	100	0	0	0	0	0	6	89	5	9		
<b>TOTAL DURBAN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>2</b>	<b>2</b>		
DUSHANBE																			
	HEATHROW	TAJIK AIR	S	A	5	0	1	60	0	0	20	0	20	285	0	0	0		
	HEATHROW	TAJIK AIR	S	D	4	0	1	75	25	0	0	0	0	-22	0	0	0		
<b>TOTAL DUSHANBE</b>					<b>9</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>149</b>	<b>0</b>	<b>0</b>	<b>0</b>		
DUSSELDORF																			
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	85	0	0	92	4	4	1	0	0	-1	99	-4	84		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	85	0	0	94	5	1	0	0	0	3	92	3	84		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	115	0	1	82	12	5	1	0	0	4	85	3	114		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	0	93	6	0	1	0	0	1	86	7	114		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	80	0	1	91	6	3	0	0	0	-2	81	-1	58		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	80	0	0	96	1	3	0	0	0	0	97	2	58		
	GATWICK	CITY FLYER EXPRESS	S	A	62	0	0	68	26	5	2	0	0	11	77	12	31		
	GATWICK	CITY FLYER EXPRESS	S	D	62	0	0	76	16	6	2	0	0	11	87	8	30		
	STANSTED	KLM UK LTD	S	A	77	0	0	91	5	0	4	0	0	-1	89	-5	75		
	STANSTED	KLM UK LTD	S	D	77	0	0	88	6	3	3	0	0	7	85	8	75		
	BIRMINGHAM	LUFTHANSA	S	A	53	0	0	81	11	6	2	0	0	5	88	6	49		
	BIRMINGHAM	LUFTHANSA	S	D	53	0	0	87	8	6	0	0	0	7	80	9	49		
	HEATHROW	LUFTHANSA	S	A	95	0	1	68	19	7	5	0	0	14	78	6	93		
	HEATHROW	LUFTHANSA	S	D	95	0	1	96	0	2	2	0	0	1	97	-4	93		
	MANCHESTER	LUFTHANSA	S	A	53	0	0	79	15	4	2	0	0	4	94	-1	50		
	MANCHESTER	LUFTHANSA	S	D	53	0	0	70	23	8	0	0	0	11	90	4	50		
<b>TOTAL DUSSELDORF</b>					<b>1241</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>2</b>	<b>2</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
EAST MIDLANDS																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	4	0	0	50	25	0	25	0	0	32	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	4	0	0	50	25	0	25	0	0	29	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	A	22	0	0	82	18	0	0	0	5	100	-3	20		
	GLASGOW	BMI BRITISH MIDLAND	S	D	24	0	0	92	8	0	0	0	3	100	-3	26		
	HEATHROW	BMI BRITISH MIDLAND	S	D	2	0	1	0	0	100	0	0	59	100	-8	5		
	STANSTED	BMI BRITISH MIDLAND	C	A	3	0	0	67	0	0	33	0	23	0	0	0		
<b>TOTAL EAST MIDLANDS</b>					<b>61</b>	<b>5</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>98</b>	<b>-2</b>	<b>-2</b>		
EDINBURGH																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	256	0	4	92	6	2	1	0	3	87	4	239		
	HEATHROW	BMI BRITISH MIDLAND	S	D	257	1	2	95	3	2	1	0	-1	96	-2	238		
	MANCHESTER	BMI REGIONAL	S	D	21	0	1	100	0	0	0	0	-12	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	189	0	0	98	2	1	0	0	-2	99	-2	160		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	189	0	0	96	3	2	0	0	2	95	2	160		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	328	0	1	86	10	4	0	0	6	85	6	322		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	328	3	1	92	6	2	0	0	1	93	0	323		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	111	1	2	91	6	3	0	0	1	82	6	45		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	112	0	2	88	6	4	2	0	0	89	2	45		
	GATWICK	KLM UK LTD	S	A	118	0	2	95	2	1	3	0	1	91	2	122		
	GATWICK	KLM UK LTD	S	D	141	0	2	87	7	6	1	0	6	94	4	140		
	STANSTED	KLM UK LTD	S	A	123	0	2	94	4	1	1	0	-7	97	-6	73		
	STANSTED	KLM UK LTD	S	D	118	0	0	85	12	2	2	0	5	85	6	67		
<b>TOTAL EDINBURGH</b>					<b>2292</b>	<b>6</b>	<b>19</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>2</b>	<b>2</b>		
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	18	0	0	89	11	0	0	0	5	53	18	17		
	HEATHROW	AIR CANADA	S	D	18	0	0	89	6	6	0	0	5	83	9	18		
<b>TOTAL EDMONTON</b>					<b>36</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>69</b>	<b>13</b>	<b>13</b>		
EINDHOVEN																		
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	37	0	1	100	0	0	0	0	-11	0	0	0		
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	37	0	1	100	0	0	0	0	1	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
EINDHOVEN	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	32	0	9	88	3	6	3	0	0	0	0	0	0
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	32	0	9	84	6	9	0	0	0	-2	0	0	0
	HEATHROW	KLM	S	A	44	0	0	93	5	0	2	0	0	0	95	0	38
	HEATHROW	KLM	S	D	44	0	0	98	0	0	2	0	0	-6	97	-5	38
<b>TOTAL EINDHOVEN</b>					<b>226</b>	<b>0</b>	<b>20</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>96</b>	<b>-2</b>	<b>-2</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	11	11	0	0	16	88	4	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	90	0	0	10	0	0	15	0	0	0
<b>TOTAL ENTEBBE</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>4</b>	<b>4</b>
EXETER																	
<b>TOTAL EXETER</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>-1</b>	<b>-1</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1994				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
FARO																					
	BIRMINGHAM	AIR 2000	C	A	8	0	0	88	13	0	0	0	0	-9	75	6	8				
	BIRMINGHAM	AIR 2000	C	D	8	0	0	88	13	0	0	0	0	6	75	15	8				
	GATWICK	AIR 2000	C	A	20	0	0	40	20	15	25	0	0	33	62	15	21				
	GATWICK	AIR 2000	C	D	16	0	0	63	13	19	6	0	0	19	74	14	19				
	GLASGOW	AIR 2000	C	A	8	0	0	38	0	38	25	0	0	40	0	84	6				
	GLASGOW	AIR 2000	C	D	8	0	0	38	0	38	25	0	0	47	13	96	8				
	LUTON	AIR 2000	C	A	8	0	0	88	0	13	0	0	0	3	0	0	0				
	LUTON	AIR 2000	C	D	8	0	0	88	13	0	0	0	0	-16	0	0	0				
	MANCHESTER	AIR 2000	C	A	18	0	2	50	6	28	17	0	0	30	33	35	12				
	MANCHESTER	AIR 2000	C	D	20	0	0	65	20	5	10	0	0	19	50	21	12				
	GLASGOW	AIR ATLANTA ICELANDIC	C	A	2	0	0	0	100	0	0	0	0	22	0	0	0				
	GLASGOW	AIR ATLANTA ICELANDIC	C	D	2	0	0	0	50	50	0	0	0	40	0	0	0				
	MANCHESTER	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0				
	MANCHESTER	AIR EUROPA	C	D	5	0	0	60	0	40	0	0	0	14	0	0	0				
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	2	0	0	0	50	0	50	368	0	0	0				
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	0	0	0	100	0	0	70	0	114	2				
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	50	50	0	0	0	0	12	0	126	2				
	GATWICK	AIR OPERATIONS EUROPE	C	A	3	0	1	67	0	0	0	33	0	84	0	0	0				
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	94	3	0	3	0	0	1	85	0	27				
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	90	6	3	0	0	0	4	74	6	27				
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	14	50	26	2				
	MANCHESTER	BRITANNIA AB	C	A	2	0	0	0	100	0	0	0	0	29	0	0	0				
	MANCHESTER	BRITANNIA AB	C	D	2	0	0	0	50	50	0	0	0	33	0	0	0				
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	86	14	0	0	0	0	-2	25	25	4				
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	6	25	31	4				
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	25	17	8	42	8	0	67	33	46	9				
	GATWICK	BRITANNIA AIRWAYS	C	D	12	0	0	42	8	8	33	8	0	64	33	40	9				
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	0	103	3				

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
FARO	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	0	85	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	0	41	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	19	0	124	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	42	17	25	8	8	0	44	50	30	16
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	42	0	33	17	8	0	48	35	36	17
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	11	0	43	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	17	80	18	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	0	70	11	11	9	0	0	16	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	0	70	18	7	5	0	0	16	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	3	0	1	100	0	0	0	0	0	-23	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	37	0	0	0
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	10	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	1	50	0	50	0	0	0	-2	0	1227	1
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	33	0	67	0	0	0	32	0	728	2
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	50	10	20	10	10	0	53	46	39	13
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	30	30	0	30	10	0	52	40	58	15
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	54	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	25	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	7	0	1	43	14	29	14	0	0	36	0	43	3
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	8	0	0	75	13	0	13	0	0	19	75	15	4
	GATWICK	LEISURE INTERNATIONAL	C	A	9	1	0	22	22	22	33	0	0	44	42	28	12
	GATWICK	LEISURE INTERNATIONAL	C	D	8	0	0	75	13	13	0	0	0	14	67	29	12
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	60	20	20	0	0	0	11	0	30	2
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	100	0	0	0	0	0	7	0	35	2
	STANSTED	LEISURE INTERNATIONAL	C	A	10	0	1	50	10	10	30	0	0	39	75	3	4
	STANSTED	LEISURE INTERNATIONAL	C	D	12	0	0	58	8	8	25	0	0	28	50	21	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	33	17	17	25	8	0	60	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	11	0	1	55	0	36	9	0	0	33	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	24	0	0	38	13	33	17	0	0	30	22	46	23
	GATWICK	MONARCH AIRLINES	C	D	25	1	0	80	8	4	8	0	0	15	74	21	23
	LUTON	MONARCH AIRLINES	C	A	7	0	1	86	0	14	0	0	0	12	100	-9	9
	LUTON	MONARCH AIRLINES	C	D	8	0	0	63	25	13	0	0	0	14	78	9	9
	MANCHESTER	MONARCH AIRLINES	C	A	26	0	0	38	27	23	8	4	0	37	24	38	17
	MANCHESTER	MONARCH AIRLINES	C	D	26	0	0	65	15	8	8	4	0	26	41	27	17
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	75	25	0	121	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	50	25	0	93	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	38	25	25	0	0	58	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	19	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	41	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	40	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	15	23	23	38	0	0	64	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	38	15	15	31	0	0	53	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	99	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	100	0	0	125	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	5	0	1	20	20	40	0	20	0	67	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	7	0	0	29	29	0	0	29	14	128	0	0	0
	GATWICK	TRANSAER	C	A	4	0	0	25	0	25	25	0	25	212	0	0	0
	GATWICK	TRANSAER	C	D	4	0	0	75	0	0	25	0	0	28	0	0	0
	MANCHESTER	TRANSAER	C	A	7	0	0	29	29	0	43	0	0	62	0	18	1
	MANCHESTER	TRANSAER	C	D	8	0	1	50	0	25	0	13	13	108	0	91	1
<b>TOTAL FARO</b>					<b>780</b>	<b>10</b>	<b>14</b>	<b>57</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>56</b>	<b>33</b>	<b>33</b>
FIGARI	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	84	0	48	1
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	35	100	3	1
<b>TOTAL FIGARI</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>50</b>	<b>33</b>	<b>33</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994						
						CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
									Actual (7)	Plan (8)										
FLORENCE																				
	STANSTED	KLM UK LTD	S	A	35	0	0	86	6	6	3	0	0	2	78	14	32			
	STANSTED	KLM UK LTD	S	D	34	0	1	76	12	9	3	0	0	14	69	15	32			
	GATWICK	MERIDIANA AIR	S	A	62	0	0	68	23	8	2	0	0	12	61	15	31			
	GATWICK	MERIDIANA AIR	S	D	62	0	0	68	23	10	0	0	0	11	55	22	31			
<b>TOTAL FLORENCE</b>					<b>193</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>16</b>	<b>16</b>			
FORT LAUDERDALE																				
<b>TOTAL FORT LAUDERDALE</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>16</b>	<b>16</b>			
FRANKFURT MAIN																				
	HEATHROW	BMI BRITISH MIDLAND	S	A	120	0	0	87	12	1	1	0	0	3	67	14	119			
	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	91	5	2	3	0	0	2	93	1	120			
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	89	0	0	91	6	2	1	0	0	1	63	11	92			
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	0	91	4	4	0	0	0	3	88	3	92			
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	77	0	0	81	6	10	3	0	0	8	74	7	77			
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	77	0	0	78	12	5	5	0	0	12	91	4	78			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	76	18	5	2	0	0	6	61	16	119			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	88	8	1	3	0	0	6	84	9	120			
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	57	0	0	95	2	4	0	0	0	-3	98	-1	56			
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	57	0	0	93	5	2	0	0	0	1	93	4	56			
	STANSTED	KLM UK LTD	S	A	54	0	0	87	7	4	2	0	0	2	81	13	52			
	STANSTED	KLM UK LTD	S	D	54	0	0	91	2	4	4	0	0	6	79	15	52			
	BIRMINGHAM	LUFTHANSA	S	A	31	0	0	90	10	0	0	0	0	0	91	2	54			
	BIRMINGHAM	LUFTHANSA	S	D	31	0	0	90	10	0	0	0	0	5	85	6	54			
	GLASGOW	LUFTHANSA	S	A	8	0	0	88	13	0	0	0	0	-2	94	-2	31			
	GLASGOW	LUFTHANSA	S	D	8	0	0	75	25	0	0	0	0	11	84	4	31			
	HEATHROW	LUFTHANSA	S	A	155	0	0	67	25	6	3	0	0	13	68	11	155			
	HEATHROW	LUFTHANSA	S	D	155	0	0	93	6	1	0	0	0	0	94	1	155			
	MANCHESTER	LUFTHANSA	S	A	62	0	0	89	10	0	2	0	0	5	90	1	62			
	MANCHESTER	LUFTHANSA	S	D	62	0	0	71	23	5	2	0	0	12	84	6	62			

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FRANKFURT MAIN																	
<b>TOTAL FRANKFURT MAIN</b>					<b>1546</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>8</b>	<b>8</b>
FUERTEVENTURA																	
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-20	100	-11	4
	GATWICK	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	2	50	14	4
	GLASGOW	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-15	33	47	3
	GLASGOW	AIR 2000	C	D	5	0	0	40	60	0	0	0	0	14	50	45	4
	MANCHESTER	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	3	75	28	4
	MANCHESTER	AIR 2000	C	D	5	0	0	60	0	20	20	0	0	34	75	55	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	4	60	9	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	40	24	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	11	33	0	0	49	20	47	5
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	11	22	0	0	26	60	28	5
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	17	20	47	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	21	60	38	5
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-2	80	7	5
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	-1	5
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	36	36	21	7	0	0	25	50	11	12
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	57	14	14	14	0	0	19	100	4	12
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	4	75	12	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	75	18	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	12	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	5	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	67	33	0	0	0	26	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	20	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	13	13	0	0	14	0	121	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	1	0	63	13	0	25	0	0	29	0	115	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	25	0	25	135	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	25	0	25	131	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	OASIS INTERNATIONAL	C	A	5	0	0	100	0	0	0	0	0	-6	0	0	0
	MANCHESTER	OASIS INTERNATIONAL	C	D	5	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL FUERTEVENTURA</b>					<b>179</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>58</b>	<b>31</b>	<b>31</b>
FUNCHAL	GATWICK	AIR 2000	C	A	5	0	0	40	0	20	40	0	0	38	60	177	5
	GATWICK	AIR 2000	C	D	5	0	0	40	0	20	40	0	0	45	20	187	5
	GLASGOW	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-5	80	168	5
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	4	80	8	5
	HEATHROW	AIR PORTUGAL	S	A	8	0	0	88	13	0	0	0	0	-5	100	-7	9
	HEATHROW	AIR PORTUGAL	S	D	8	0	0	88	13	0	0	0	0	4	100	2	9
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	80	20	0	0	0	0	-14	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	60	20	20	0	0	0	15	0	0	0
	GATWICK	EXCALIBUR AIRWAYS	C	A	10	0	0	50	30	10	0	10	0	39	60	244	5
	GATWICK	EXCALIBUR AIRWAYS	C	D	10	0	4	70	10	0	0	20	0	57	80	255	5
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	10	0	0	90	0	0	10	0	0	-21	100	-33	4
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	10	0	0	90	10	0	0	0	0	8	100	7	4
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	62	31	0	0	8	0	21	0	46	8
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	85	8	0	0	8	0	19	50	15	8
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	0	0	40	20	0	70	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	20	20	0	40	20	0	70	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	90	0	10	0	0	0	6	78	116	9
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	90	0	10	0	0	0	4	67	11	9
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-5	100	-7	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	80	10	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	21	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	9	0	0	0
<b>TOTAL FUNCHAL</b>					<b>162</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>64</b>	<b>64</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
GABORONE	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	12	100	-3	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	8	78	9	18	
<b>TOTAL GABORONE</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>10</b>	<b>85</b>	<b>5</b>	<b>5</b>	
GANDER																		
GATWICK	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	1	50	0	50	0	0	0	19	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	0	0	33	33	33	0	0	66	0	0	0	
	GLASGOW	AIR TRANSAT	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	AIR TRANSAT	C	D	3	1	1	100	0	0	0	0	0	-8	0	0	0	
	MANCHESTER	AIR TRANSAT	C	A	4	0	0	75	25	0	0	0	0	12	100	7	1	
	MANCHESTER	AIR TRANSAT	C	D	4	0	0	75	0	25	0	0	0	11	0	25	1	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	163	0	3	90	6	3	1	0	0	3	95	-1	141	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	162	0	4	96	2	2	0	0	0	-1	87	5	142	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	0	11	0	20	89	5	9	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	9	0	0	22	0	44	22	0	11	86	22	43	9	
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	2	1	1	100	0	0	0	0	0	-8	0	0	0	
	GLASGOW	KLM UK LTD	S	A	142	0	0	88	9	2	1	0	0	4	91	3	141	
	GLASGOW	KLM UK LTD	S	D	142	0	0	90	6	4	1	0	0	5	90	5	141	
	LUTON	MONARCH AIRLINES	C	A	2	1	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	5	1	1	20	60	20	0	0	0	14	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	1	75	25	0	0	0	0	4	0	0	0	
<b>TOTAL GATWICK</b>					<b>671</b>	<b>7</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>8</b>	
GENEVA	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	85	10	3	1	0	0	5	94	-1	84	
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	81	13	4	1	0	0	8	85	7	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	82	13	5	1	0	0	5	81	7	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	89	9	0	2	0	0	4	86	9	120	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
GENEVA	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	1	100	-2	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	84	3	13	0	0	0	6	90	5	31	
	GATWICK	FLIGHTLINE LTD	C	A	4	0	0	100	0	0	0	0	0	-5	0	0	0	
	GATWICK	FLIGHTLINE LTD	C	D	3	0	1	33	33	33	0	0	23	0	0	0		
	HEATHROW	SWISSAIR	S	A	124	0	0	82	12	4	2	0	5	86	0	124		
	HEATHROW	SWISSAIR	S	D	124	0	0	91	5	2	2	0	5	97	0	124		
<b>TOTAL GENEVA</b>					<b>739</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>3</b>	<b>3</b>		
GENOA	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	87	8	3	0	2	4	80	3	61		
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	87	8	5	0	0	4	84	8	62		
<b>TOTAL GENOA</b>					<b>131</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>78</b>	<b>8</b>	<b>8</b>		
GERONA	GATWICK	AIR 2000	C	A	7	0	0	43	14	14	29	0	31	50	11	4		
	GATWICK	AIR 2000	C	D	8	0	0	50	0	25	25	0	38	75	10	4		
	GLASGOW	AIR 2000	C	A	4	0	0	75	25	0	0	0	10	0	0	0		
	GLASGOW	AIR 2000	C	D	4	0	0	0	50	50	0	0	38	0	0	0		
	MANCHESTER	AIR 2000	C	A	11	0	2	36	18	18	27	0	41	25	95	4		
	MANCHESTER	AIR 2000	C	D	12	0	1	58	17	8	17	0	29	20	101	5		
	MANCHESTER	BRITANNIA AB	C	A	4	0	0	25	0	50	25	0	59	0	0	0		
	MANCHESTER	BRITANNIA AB	C	D	4	0	0	25	0	50	25	0	55	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	3	0	70	3		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	7	25	70	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	38	0	0	24	14	61	7		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	44	0	0	30	22	52	9		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	-6	50	17	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	6	20	33	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	69	0	8	15	0	52	63	43	8		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	77	0	0	15	0	51	33	39	9		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	19	75	41	4		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GERONA																	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	50	62	4
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	48	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	5	0	0	20	20	20	40	0	0	46	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	0	0	0	50	336	50	19	4
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	12	50	30	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	20	20	20	0	58	17	45	6
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	0	40	0	0	29	50	35	6
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	75	0	0	0	34	100	0	3
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	20	60	0	0	0	32	100	-9	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	27	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	14	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	33	67	0	0	83	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	66	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	0	50	25	0	120	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	25	25	0	113	0	0	0
<b>TOTAL GERONA</b>					<b>179</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>11</b>	<b>22</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>42</b>	<b>46</b>	<b>42</b>	<b>42</b>
GIBRALTAR																	
	GATWICK	GB AIRWAYS LTD	S	A	35	0	0	74	6	11	6	3	0	13	82	2	49
	GATWICK	GB AIRWAYS LTD	S	D	36	0	0	86	8	0	6	0	0	12	72	15	50
	HEATHROW	GB AIRWAYS LTD	S	A	9	0	0	78	0	11	11	0	0	10	67	9	12
	HEATHROW	GB AIRWAYS LTD	S	D	8	0	0	88	0	0	13	0	0	5	83	6	12
	MANCHESTER	GB AIRWAYS LTD	S	A	9	0	0	44	56	0	0	0	0	15	57	32	7
	MANCHESTER	GB AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	10	29	39	7
<b>TOTAL GIBRALTAR</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>11</b>	<b>11</b>
GLASGOW																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	240	0	1	91	8	0	0	0	0	4	86	6	261
	HEATHROW	BMI BRITISH MIDLAND	S	D	237	0	0	96	3	0	0	0	0	-1	91	6	256
	MANCHESTER	BMI REGIONAL	S	A	50	0	0	68	30	0	2	0	0	13	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	72	0	1	85	10	3	3	0	0	4	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
GLASGOW																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	225	0	0	94	3	2	1	0	0	2	95	-1	154	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	223	0	2	91	2	5	1	0	0	5	93	3	133	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	330	2	0	87	11	2	1	0	0	5	83	8	347	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	330	6	0	91	6	2	1	0	0	0	92	0	347	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	141	1	2	94	2	3	1	0	0	2	77	9	118	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	140	0	3	92	6	2	0	0	0	-1	91	4	117	
	GATWICK	KLM UK LTD	S	A	143	0	0	82	13	5	1	0	0	6	86	5	142	
	GATWICK	KLM UK LTD	S	D	119	0	1	91	7	2	1	0	0	6	87	7	122	
	STANSTED	KLM UK LTD	S	A	71	0	0	96	4	0	0	0	0	-2	93	-2	72	
	STANSTED	KLM UK LTD	S	D	78	0	1	86	8	5	1	0	0	7	86	8	77	
<b>TOTAL GLASGOW</b>					<b>2405</b>	<b>9</b>	<b>11</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>5</b>	
GOA																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	6	40	66	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	1	67	0	0	33	0	0	33	60	28	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	1	1	67	0	0	33	0	0	15	33	21	3	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	1	67	0	33	0	0	0	13	100	-1	1	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	72	0	26	1	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	0	50	50	0	0	86	100	6	1	
<b>TOTAL GOA</b>					<b>18</b>	<b>1</b>	<b>3</b>	<b>56</b>	<b>0</b>	<b>17</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>53</b>	<b>33</b>	<b>33</b>	
GOTEBORG																		
	GATWICK	BRITANNIA AB	C	D	4	0	0	50	25	25	0	0	0	18	100	0	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	90	10	0	0	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	94	5	0	2	0	0	0	97	-4	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	95	5	0	0	0	0	-2	92	4	62	
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	0	0	17	33	50	0	0	66	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	2	0	25	0	0	75	0	0	55	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
GOTEBORG																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	SAS	S	A	65	0	0	92	5	2	2	0	0	2	88	6	66	
	HEATHROW	SAS	S	D	65	0	0	97	2	2	0	0	0	-4	94	-4	66	
<b>TOTAL GOTEBORG</b>					<b>335</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>0</b>	<b>0</b>	
GRAND CAYMAN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	0	25	25	50	0	0	59	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	0	20	0	0	11	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	80	0	0	93	0	0	0	
<b>TOTAL GRAND CAYMAN</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>7</b>	<b>21</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>63</b>	<b>0</b>	<b>0</b>	
GRAZ																		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	0	50	50	0	0	0	44	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	8	0	0	75	0	0	13	13	0	44	100	7	6	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	7	0	1	71	14	0	14	0	0	23	60	12	5	
<b>TOTAL GRAZ</b>					<b>23</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>57</b>	<b>26</b>	<b>26</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50	0	38	13	0	0	19	80	-9	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	0	13	0	0	20	40	45	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	0	20	20	0	67	0	0	0	
<b>TOTAL GRENADA</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>10</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>15</b>	<b>15</b>	
GRONINGEN																		
GUERNSEY																		
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	1	97	0	3	0	0	0	-8	78	15	32	
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	D	32	0	0	94	0	3	3	0	0	4	69	20	32	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	-15	25	48	4	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	-2	50	30	4	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	42	1	0	79	7	7	7	0	0	10	81	9	31	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	42	1	0	81	7	7	5	0	0	5	97	-2	31	
	GATWICK	CITY FLYER EXPRESS	S	A	93	0	2	98	2	0	0	0	0	-5	77	11	97	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
GUERNSEY	GATWICK	CITY FLYER EXPRESS	S	D	91	2	0	98	2	0	0	0	0	1	91	4	98
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	A	31	0	0	100	0	0	0	0	0	-9	86	7	22
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	D	31	0	0	90	6	3	0	0	0	4	88	7	17
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	A	134	0	0	95	2	1	1	1	0	3	93	2	125
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	D	134	0	0	97	0	1	1	0	0	2	88	4	126
	MANCHESTER	JERSEY EUROPEAN AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	-2	0	0	0
	MANCHESTER	JERSEY EUROPEAN AIRWAYS	S	D	3	0	0	100	0	0	0	0	0	-6	0	0	0
	HEATHROW	KLM UK LTD	S	A	124	0	0	98	1	1	1	0	0	-7	89	1	123
	HEATHROW	KLM UK LTD	S	D	124	0	0	94	4	2	0	0	0	-1	90	3	123
	STANSTED	KLM UK LTD	S	A	35	0	0	77	9	14	0	0	0	4	94	2	31
	STANSTED	KLM UK LTD	S	D	35	0	0	80	14	0	6	0	0	11	81	12	32
<b>TOTAL GUERNSEY</b>					<b>998</b>	<b>4</b>	<b>4</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	27	0	0	52	22	11	11	4	0	33	56	15	16	
	HEATHROW	AIR CANADA	S	D	27	0	0	81	15	4	0	0	0	7	71	18	21	
<b>TOTAL HALIFAX INT</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>13</b>	<b>13</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	88	11	0	1	0	0	-1	72	16	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	91	5	3	0	0	0	0	92	4	93	
	STANSTED	KLM UK LTD	S	A	53	0	1	83	15	2	0	0	0	2	0	0	0	
	STANSTED	KLM UK LTD	S	D	54	0	0	87	4	7	0	2	0	10	0	0	0	
	HEATHROW	LUFTHANSA	S	A	92	0	1	73	21	4	2	0	0	9	74	5	93	
	HEATHROW	LUFTHANSA	S	D	92	0	1	96	1	0	3	0	0	-1	95	-4	93	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	53	0	0	83	11	6	0	0	0	1	93	-1	27	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	52	1	1	81	19	0	0	0	0	5	93	4	27	
<b>TOTAL HAMBURG</b>					<b>581</b>	<b>1</b>	<b>5</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>4</b>	<b>4</b>	
HANOVER																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	22	0	0	86	5	9	0	0	0	3	100	-8	22	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	22	0	0	82	5	9	5	0	0	13	91	4	22	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	10	0	0	0	0	0	87	13	31	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	0	3	3	0	0	6	100	2	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	3	3	0	0	3	97	-6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	97	3	0	0	0	0	-2	84	13	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	13	0	0	0	2	100	-9	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	0	6	0	0	5	90	2	31	
	HEATHROW	LUFTHANSA	S	A	61	0	1	87	10	2	2	0	0	4	94	-1	62	
	HEATHROW	LUFTHANSA	S	D	61	0	1	98	0	0	2	0	0	-2	97	-3	62	
<b>TOTAL HANOVER</b>					<b>354</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>0</b>	<b>0</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	18	1	0	78	17	6	0	0	0	6	83	4	18	
	GATWICK	AIR ZIMBABWE	S	D	18	0	0	83	17	0	0	0	0	2	100	2	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	9	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
HARARE	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL HARARE</b>					<b>44</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>3</b>	<b>3</b>	
HAVANA	STANSTED	CUBANA	S	A	4	0	0	75	0	25	0	0	4	100	7	1		
	STANSTED	CUBANA	S	D	4	0	0	50	0	25	25	0	29	100	-2	1		
<b>TOTAL HAVANA</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>16</b>	<b>100</b>	<b>3</b>	<b>3</b>		
HEATHROW	GLASGOW	BMI BRITISH MIDLAND	S	A	236	1	0	91	8	0	0	0	4	87	10	255		
	GLASGOW	BMI BRITISH MIDLAND	S	D	239	0	0	95	4	1	0	0	3	95	2	262		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	330	6	0	87	9	3	1	0	5	89	4	347		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	330	2	0	92	5	2	1	0	4	95	3	346		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	299	10	0	80	15	4	1	0	8	85	6	295		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	296	11	3	94	3	2	1	0	1	92	2	295		
<b>TOTAL HEATHROW</b>					<b>1732</b>	<b>30</b>	<b>3</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>4</b>	<b>4</b>		
HELSINKI	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	88	10	2	0	0	2	91	-2	57		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	86	10	0	3	0	4	84	5	58		
	HEATHROW	FINNAIR	S	A	89	0	0	83	11	3	2	0	7	82	4	87		
	HEATHROW	FINNAIR	S	D	88	0	0	93	5	1	1	0	3	90	0	86		
	MANCHESTER	FINNAIR	S	A	31	0	0	87	10	0	3	0	4	97	0	31		
	MANCHESTER	FINNAIR	S	D	31	0	0	81	13	3	3	0	7	90	3	31		
	STANSTED	FINNAIR	S	A	8	0	0	25	13	0	50	13	0	92	89	0	9	
	STANSTED	FINNAIR	S	D	8	0	0	13	0	25	50	13	0	103	44	27	9	
<b>TOTAL HELSINKI</b>					<b>371</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>86</b>	<b>3</b>	<b>3</b>		
HERAKLION	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	-30	50	32	4		
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	20	0	0	0	7	60	15	5		
	GATWICK	AIR 2000	C	A	13	0	1	31	8	23	38	0	47	26	45	19		
	GATWICK	AIR 2000	C	D	14	0	0	43	14	21	21	0	30	65	18	20		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					MAY 1994				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
HERAKLION	GLASGOW	AIR 2000	C	A	4	0	0	25	0	50	25	0	0	38	25	33	4	
	GLASGOW	AIR 2000	C	D	5	0	0	40	0	40	20	0	0	40	40	35	5	
	LUTON	AIR 2000	C	A	4	0	1	75	0	25	0	0	0	14	0	0	0	
	LUTON	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	10	0	0	0	
	MANCHESTER	AIR 2000	C	A	9	0	0	67	22	0	11	0	0	15	44	25	16	
	MANCHESTER	AIR 2000	C	D	9	0	0	78	22	0	0	0	0	9	61	20	18	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	1	25	50	25	0	0	0	21	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	7	0	0	86	0	14	0	0	0	9	0	0	0	
	MANCHESTER	BRITANNIA AB	C	A	4	0	0	25	25	25	25	0	0	45	0	0	0	
	MANCHESTER	BRITANNIA AB	C	D	4	0	0	75	0	0	25	0	0	24	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	24	25	31	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	40	22	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	42	0	25	25	0	8	78	22	31	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	69	15	0	8	0	8	44	89	9	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	6	100	6	2	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	1	75	25	0	0	0	0	4	0	74	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	20	42	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	0	0	33	56	11	0	93	23	57	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	11	56	11	11	11	0	49	79	13	14	
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	1	33	17	3	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	2	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	17	33	50	0	0	0	33	0	52	6	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	50	33	17	0	0	0	15	50	37	6	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	100	0	0	0	44	0	49	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	80	12	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	7	0	0	43	14	43	0	0	0	25	0	49	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	83	17	0	0	0	0	20	28	5	5	
	GATWICK	LEISURE INTERNATIONAL	C	A	8	0	1	13	25	0	63	0	0	52	0	77	8	
	GATWICK	LEISURE INTERNATIONAL	C	D	8	0	0	25	38	13	25	0	0	34	63	21	8	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	1	25	50	25	0	0	0	21	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1994						
			CHARTER/ SCHED	ARR/ DEP	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)												
HERAKLION																		
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	14	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	50	14	21	14	0	0	23	17	91	6	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	71	14	14	0	0	0	10	17	70	6	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	9	75	12	4	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	6	100	2	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	21	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	19	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	64	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	0	50	0	0	75	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	39	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	60	40	0	0	0	33	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	0	11	44	11	22	206	0	79	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	11	0	11	11	22	165	22	32	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	5	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0	
	MANCHESTER	TRANSAER	C	A	5	0	0	0	0	100	0	0	0	52	100	8	1	
	MANCHESTER	TRANSAER	C	D	5	0	0	20	40	40	0	0	0	26	100	-9	1	
<b>TOTAL HERAKLION</b>					<b>335</b>	<b>0</b>	<b>6</b>	<b>47</b>	<b>19</b>	<b>18</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>44</b>	<b>37</b>	<b>37</b>	
HOLGUIN (FRANK PAIS)																		
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	13	3	3	0	0	6	55	15	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	6	0	0	0	1	97	-4	31	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	35	29	29	6	0	0	24	21	34	43	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	31	0	0	97	3	0	0	0	0	-1	93	-1	43	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	52	23	19	6	0	0	13	16	50	31	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	31	0	0	100	0	0	0	0	0	3	84	9	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	97	3	0	0	0	0	-25	81	3	31	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HONG KONG (CHEP LAP KOK)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	10	6	6	0	0	11	87	3	31
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>247</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>14</b>	<b>14</b>
HOUSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	61	19	10	0	6	3	37	65	15	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	13	3	0	0	0	5	71	13	31
	GATWICK	CONTINENTAL AIRLINES	S	A	30	0	1	60	23	7	10	0	0	21	65	9	31
	GATWICK	CONTINENTAL AIRLINES	S	D	30	0	1	83	7	10	0	0	0	7	90	3	31
<b>TOTAL HOUSTON</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>73</b>	<b>10</b>	<b>10</b>
HURGHADA	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	29	0	77	4
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	31	0	0	0
<b>TOTAL HURGHADA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>77</b>	<b>77</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	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)										
IBIZA		BIRMINGHAM	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	-1	33	72	3	
		BIRMINGHAM	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	10	75	7	4	
		GATWICK	AIR 2000	C	A	18	0	0	89	0	11	0	0	0	1	78	12	18	
		GATWICK	AIR 2000	C	D	20	0	0	85	5	10	0	0	0	6	90	6	20	
		GLASGOW	AIR 2000	C	A	7	0	0	29	0	29	43	0	0	50	0	106	7	
		GLASGOW	AIR 2000	C	D	8	0	0	25	13	38	25	0	0	51	0	93	8	
		LUTON	AIR 2000	C	A	4	0	1	100	0	0	0	0	0	-12	0	0	0	
		LUTON	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	3	0	0	0	
		MANCHESTER	AIR 2000	C	A	15	0	4	73	0	13	13	0	0	17	56	45	18	
		MANCHESTER	AIR 2000	C	D	20	0	0	45	25	15	10	5	0	34	67	31	21	
		MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	1	0	25	50	0	25	0	72	0	52	3	
		MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	20	20	20	20	20	0	72	25	18	4	
		GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	1	75	25	0	0	0	0	6	0	0	0	
		GATWICK	AIRWORLD AVIATION LTD	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0	
		MANCHESTER	AIRWORLD AVIATION LTD	C	A	7	0	2	86	14	0	0	0	0	-5	0	0	0	
		MANCHESTER	AIRWORLD AVIATION LTD	C	D	10	0	0	90	10	0	0	0	0	5	0	0	0	
		BIRMINGHAM	BRITANNIA AIRWAYS	C	A	19	0	0	58	11	16	11	0	5	42	60	13	20	
		BIRMINGHAM	BRITANNIA AIRWAYS	C	D	22	0	0	77	5	5	9	0	5	33	64	12	22	
		GATWICK	BRITANNIA AIRWAYS	C	A	30	0	0	47	10	13	23	7	0	53	27	66	30	
		GATWICK	BRITANNIA AIRWAYS	C	D	36	0	0	44	28	8	14	6	0	43	44	42	34	
		GLASGOW	BRITANNIA AIRWAYS	C	A	15	0	0	47	0	47	7	0	0	26	25	62	12	
		GLASGOW	BRITANNIA AIRWAYS	C	D	17	0	0	47	24	18	12	0	0	28	31	47	13	
		LUTON	BRITANNIA AIRWAYS	C	A	16	0	2	25	63	13	0	0	0	22	27	27	15	
		LUTON	BRITANNIA AIRWAYS	C	D	19	0	0	68	26	5	0	0	0	8	47	20	17	
		MANCHESTER	BRITANNIA AIRWAYS	C	A	39	0	3	51	23	18	8	0	0	18	57	40	37	
		MANCHESTER	BRITANNIA AIRWAYS	C	D	50	1	0	62	10	14	12	0	2	27	60	28	43	
		STANSTED	BRITANNIA AIRWAYS	C	A	6	0	0	50	17	17	17	0	0	33	88	10	8	
		STANSTED	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	18	100	6	9	
		GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	0	0	50	0	115	0	86	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
IBIZA																			
	GATWICK			CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	0	0	50	0	113	0	113	2
	GLASGOW			CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	26	0	137	4
	GLASGOW			CALEDONIAN AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	37	0	147	3
	MANCHESTER			CALEDONIAN AIRWAYS	C	A	2	2	0	50	0	50	0	0	0	12	0	0	0
	MANCHESTER			CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK			EUROPEAN AIR CHARTER	C	A	3	1	1	33	0	0	33	33	0	154	0	0	0
	GATWICK			EUROPEAN AIR CHARTER	C	D	4	1	0	25	0	25	25	25	0	104	0	0	0
	GATWICK			EXCALIBUR AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-12	0	0	0
	GATWICK			EXCALIBUR AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	BIRMINGHAM			LEISURE INTERNATIONAL	C	A	5	0	3	40	20	0	40	0	0	61	100	9	1
	BIRMINGHAM			LEISURE INTERNATIONAL	C	D	8	0	0	50	0	13	38	0	0	53	100	2	2
	GATWICK			LEISURE INTERNATIONAL	C	A	8	0	0	50	25	25	0	0	0	18	0	0	0
	GATWICK			LEISURE INTERNATIONAL	C	D	8	0	1	100	0	0	0	0	0	2	0	0	0
	MANCHESTER			LEISURE INTERNATIONAL	C	A	3	0	1	33	0	0	33	33	0	95	0	0	0
	MANCHESTER			LEISURE INTERNATIONAL	C	D	4	0	0	50	0	0	50	0	0	64	0	0	0
	STANSTED			LEISURE INTERNATIONAL	C	D	2	0	0	0	0	50	50	0	0	68	0	0	0
	GATWICK			MONARCH AIRLINES	C	A	14	0	1	71	7	7	14	0	0	11	65	23	17
	GATWICK			MONARCH AIRLINES	C	D	16	0	4	63	19	6	13	0	0	11	56	24	18
	MANCHESTER			MONARCH AIRLINES	C	A	11	0	1	64	0	27	9	0	0	21	63	25	8
	MANCHESTER			MONARCH AIRLINES	C	D	13	0	0	46	31	8	8	8	0	29	67	11	9
	BIRMINGHAM			MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	38	13	38	0	0	43	0	0	0
	BIRMINGHAM			MY TRAVEL AIRWAYS UK	C	D	7	0	1	43	14	29	14	0	0	27	0	0	0
	GATWICK			MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	33	0	0	0
	GATWICK			MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GLASGOW			MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	55	0	0	0
	GLASGOW			MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	61	0	0	0
	MANCHESTER			MY TRAVEL AIRWAYS UK	C	A	16	0	0	25	6	13	31	25	0	105	0	95	5
	MANCHESTER			MY TRAVEL AIRWAYS UK	C	D	16	0	0	31	6	13	25	25	0	98	0	90	5
	STANSTED			MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	0	0	33	0	79	0	0	0
	STANSTED			MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	0	68	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1994				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
IBIZA																					
	MANCHESTER			OASIS INTERNATIONAL	C	A	4	0	0	25	25	25	25	0	0	44	0	0	0		
	MANCHESTER			OASIS INTERNATIONAL	C	D	4	0	0	0	25	50	25	0	0	48	0	0	0		
	GATWICK			STERLING EUROPEAN AIRLINES	C	A	3	0	0	67	0	0	0	33	0	71	0	0	0		
	GATWICK			STERLING EUROPEAN AIRLINES	C	D	3	0	0	67	0	0	0	33	0	78	0	0	0		
	GATWICK			TRANSAER	C	A	3	0	2	33	0	33	33	0	0	42	0	0	0		
	GATWICK			TRANSAER	C	D	6	0	0	83	0	0	17	0	14	0	0	0	0		
	MANCHESTER			TRANSAER	C	A	4	0	2	50	50	0	0	0	2	0	0	0	0		
	MANCHESTER			TRANSAER	C	D	7	0	1	57	0	29	14	0	26	0	0	0	0		
<b>TOTAL IBIZA</b>							<b>657</b>	<b>6</b>	<b>37</b>	<b>54</b>	<b>15</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>46</b>	<b>49</b>	<b>49</b>		
INNSBRUCK																					
	MANCHESTER			BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	78	0	38	1		
	MANCHESTER			BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	66	0	49	1		
	GATWICK			KLM UK LTD	C	A	2	0	1	100	0	0	0	0	1	0	0	0	0		
	GATWICK			KLM UK LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED			KLM UK LTD	S	A	10	0	0	100	0	0	0	0	-12	71	15	7			
	STANSTED			KLM UK LTD	S	D	10	0	0	100	0	0	0	0	-2	86	18	7			
	GATWICK			LEISURE INTERNATIONAL	C	A	3	0	0	67	33	0	0	0	8	0	59	2			
	GATWICK			LEISURE INTERNATIONAL	C	D	3	0	0	33	33	0	33	0	34	0	67	2			
<b>TOTAL INNSBRUCK</b>							<b>37</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>28</b>	<b>28</b>		
INVERNESS																					
	GLASGOW			BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	20	0	0	10	0	0	0			
	HEATHROW			BRITISH AIRWAYS PLC	S	A	93	0	0	91	6	2	0	0	5	72	12	93			
	HEATHROW			BRITISH AIRWAYS PLC	S	D	93	0	0	89	8	2	1	0	1	83	6	92			
<b>TOTAL INVERNESS</b>							<b>193</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>8</b>	<b>8</b>			
ISLAMABAD																					
	GATWICK			BRITISH AIRWAYS PLC	S	A	9	0	0	22	11	33	22	0	11	83	33	36	9		
	GATWICK			BRITISH AIRWAYS PLC	S	D	9	0	0	78	0	11	0	11	0	42	100	3	9		
	MANCHESTER			BRITISH AIRWAYS PLC	S	A	9	0	0	22	11	33	22	0	11	85	11	40	9		
	MANCHESTER			BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	0	0	11	0	41	78	13	9		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	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)										
ISLAMABAD																			
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	44	11	0	33	0	11	80	56	22	9		
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	56	11	11	11	11	0	53	56	15	9		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	13	0	25	50	0	13	121	20	49	10		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	1	0	63	25	0	0	0	13	84	33	66	9		
<b>TOTAL ISLAMABAD</b>					<b>70</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>10</b>	<b>14</b>	<b>17</b>	<b>4</b>	<b>7</b>	<b>73</b>	<b>48</b>	<b>31</b>	<b>31</b>		
ISLAY																			
	GLASGOW	LOGANAIR	S	A	49	1	3	80	12	8	0	0	0	7	72	8	25		
	GLASGOW	LOGANAIR	S	D	47	0	1	94	4	2	0	0	0	3	95	7	22		
<b>TOTAL ISLAY</b>					<b>96</b>	<b>1</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>7</b>	<b>7</b>		
ISLE OF MAN																			
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	53	0	1	98	0	2	0	0	0	-2	90	6	51		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	54	0	0	96	0	2	2	0	0	5	87	8	52		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	32	0	0	91	6	3	0	0	0	4	87	4	31		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	32	0	0	91	6	3	0	0	0	4	90	6	31		
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	85	0	0	74	22	4	0	0	0	5	77	8	84		
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	85	0	1	96	4	0	0	0	0	-4	92	-1	84		
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	19	0	0	89	0	0	11	0	0	2	94	2	17		
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	19	0	0	89	0	5	5	0	0	4	76	20	17		
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	89	0	0	93	2	2	2	0	0	7	84	8	93		
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	92	0	0	97	0	2	1	0	0	-4	87	1	93		
<b>TOTAL ISLE OF MAN</b>					<b>560</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>5</b>	<b>5</b>		
ISTANBUL																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	74	16	8	2	0	0	7	90	1	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	11	3	0	0	0	6	76	14	62		
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	8	0	0	25	50	13	13	0	0	29	0	102	4		
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	7	1	1	14	29	29	29	0	0	39	0	101	4		
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	4	2	0	100	0	0	0	0	0	1	11	54	9		
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	6	0	0	33	0	17	50	0	0	49	22	58	9		
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	5	0	0	20	40	40	0	0	0	32	60	17	5		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	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)										
ISTANBUL																			
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	5	0	0	40	20	40	0	0	0	28	80	10	5		
	GATWICK	ONUR AIR	C	A	9	0	0	67	33	0	0	0	11	50	18	4			
	GATWICK	ONUR AIR	C	D	9	0	0	67	22	0	11	0	19	25	32	4			
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	62	0	0	61	35	3	0	0	7	66	15	62			
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	62	0	0	95	5	0	0	0	2	76	8	62			
<b>TOTAL ISTANBUL</b>					<b>301</b>	<b>3</b>	<b>1</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>16</b>	<b>16</b>			
IZMIR (ADNAM MENDERES)																			
	BIRMINGHAM	AIR 2000	C	A	8	0	2	38	38	25	0	0	18	13	33	8			
	BIRMINGHAM	AIR 2000	C	D	10	0	0	80	10	10	0	0	9	80	12	10			
	GATWICK	AIR 2000	C	A	11	0	3	18	36	27	18	0	41	30	24	10			
	GATWICK	AIR 2000	C	D	14	0	0	79	7	7	7	0	13	90	11	10			
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	25	25	0	37	50	15	4			
	GLASGOW	AIR 2000	C	D	5	0	0	40	20	20	20	0	32	40	22	5			
	MANCHESTER	AIR 2000	C	A	14	0	4	43	21	29	7	0	18	45	21	11			
	MANCHESTER	AIR 2000	C	D	18	0	0	78	11	11	0	0	4	64	11	14			
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	0	50	50	0	80	0	0	0			
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	20	0	40	20	20	93	0	0	0			
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	8	0	2	13	0	25	25	38	131	0	140	3			
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	8	0	1	38	0	50	13	0	49	0	89	3			
	MANCHESTER	AIRTOURS INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	-3	0	0	0			
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	33	33	0	47	29	27	7			
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	18	75	12	8			
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	1	33	33	33	0	0	18	50	19	4			
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	1	60	20	0	20	0	30	25	60	4			
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	2	0	33	33	33	0	63	0	0	0			
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	100	0	0	0	0	10	0	0	0			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
IZMIR (ADNAM MENDERES)	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	0	0	0	33	67	0	0	0	35	0	0	0		
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	0	100	0	0	0	0	24	0	0	0		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	1	80	0	20	0	0	0	6	75	3	4		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	25	50	27	4		
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	0	0	40	60	0	0	63	0	0	0		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	46	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	41	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	13	0	1	8	15	38	31	8	0	67	38	29	13		
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	47	27	20	0	7	0	33	36	24	14		
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	1	56	0	33	11	0	0	25	31	51	13		
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	73	27	0	0	0	0	6	64	15	14		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	1	25	0	0	50	25	0	115	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	50	25	0	113	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	75	0	0	74	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	50	0	0	54	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	2	25	25	13	13	25	0	77	0	75	7		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	13	13	38	0	0	54	22	41	9		
	GATWICK	ONUR AIR	C	A	5	0	0	20	60	0	20	0	0	29	0	0	0		
	GATWICK	ONUR AIR	C	D	5	0	0	40	40	0	20	0	0	23	0	0	0		
	BIRMINGHAM	SUNWAYS	C	D	2	0	0	50	0	50	0	0	0	25	0	0	0		
	GATWICK	SUNWAYS	C	A	4	0	0	25	0	25	50	0	0	53	0	0	0		
	GATWICK	SUNWAYS	C	D	4	3	0	25	0	25	50	0	0	54	0	0	0		
	GLASGOW	SUNWAYS	C	A	3	0	0	67	33	0	0	0	0	11	0	0	0		
	GLASGOW	SUNWAYS	C	D	4	0	0	50	50	0	0	0	0	19	0	0	0		
	MANCHESTER	SUNWAYS	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0		
	MANCHESTER	SUNWAYS	C	D	4	0	0	0	50	50	0	0	0	26	0	0	0		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	9	0	0	78	11	0	11	0	0	5	78	2	9		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	9	0	0	56	22	11	11	0	0	23	56	20	9		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

			Origin / Destinations: I						PERCENTAGE OF FLIGHTS LATE											MAY 1994		
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records						
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)																
IZMIR (ADNAM MENDERES)	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	5	0	0	80	0	0	20	0	0	2	100	-15	5					
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	5	0	0	0	0	80	20	0	0	56	0	44	5					
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>317</b>	<b>6</b>	<b>24</b>	<b>42</b>	<b>19</b>	<b>20</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>47</b>	<b>33</b>	<b>33</b>					



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

		Origin / Destinations: J							PERCENTAGE OF FLIGHTS LATE							MAY 1994		
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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												
					Actual (7)	Plan (8)												
JAKARTA (SOEKARNO-HATT)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	50	33	17	0	0	14	62	20	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	94	6	0	0	0	2	85	0	13		
	GATWICK	GARUDA INDONESIA	S	A	5	0	0	20	0	0	20	20	289	40	46	5		
	GATWICK	GARUDA INDONESIA	S	D	4	0	0	25	25	0	25	0	130	44	29	9		
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>50</b>	<b>63</b>	<b>19</b>	<b>19</b>	
JEDDAH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	50	28	17	6	0	19	20	43	15		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	78	17	0	6	0	8	80	16	15		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	22	1	0	23	23	27	27	0	45	44	25	18		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	78	17	0	6	0	15	90	8	20		
<b>TOTAL JEDDAH</b>					<b>77</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>59</b>	<b>24</b>	<b>24</b>	
JERBA																		
	GATWICK	MONARCH AIRLINES	C	D	2	0	1	0	50	50	0	0	26	75	22	4		
<b>TOTAL JERBA</b>					<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>22</b>	<b>22</b>		
JEREZ																		
	STANSTED	AVIACO	S	A	14	0	0	57	14	21	7	0	20	77	13	13		
	STANSTED	AVIACO	S	D	14	0	0	57	21	21	0	0	15	77	12	13		
<b>TOTAL JEREZ</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>12</b>		
JERSEY																		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	C	A	4	0	0	75	25	0	0	0	6	0	0	0		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	C	D	4	0	0	75	25	0	0	0	7	0	0	0		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	42	0	1	86	10	0	5	0	4	86	7	44		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	43	0	0	91	5	5	0	0	6	74	16	47		
	GLASGOW	BMI BRITISH MIDLAND	S	A	19	0	0	79	16	0	5	0	9	90	1	20		
	GLASGOW	BMI BRITISH MIDLAND	S	D	19	1	0	89	5	5	0	0	5	76	7	17		
	LUTON	BMI BRITISH MIDLAND	S	A	13	0	0	46	23	31	0	0	18	85	17	13		
	LUTON	BMI BRITISH MIDLAND	S	D	13	0	0	46	8	31	15	0	27	55	31	11		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	1	75	25	0	0	0	7	100	2	4		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	1	75	0	25	0	0	13	75	33	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GLASGOW	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	1	100	7	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	0	92	2	2	3	1	0	9	92	3	123
	HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	0	91	6	0	3	0	0	2	85	6	124
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	15	0	5	93	0	7	0	0	0	3	79	4	19
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	16	0	4	94	6	0	0	0	0	-1	90	4	21
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	A	7	0	3	86	0	14	0	0	0	8	86	11	7
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	63	0	0	78	13	6	2	2	0	14	90	3	40
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	-1	71	10	7
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	63	0	0	94	5	2	0	0	0	2	93	1	40
	GATWICK	CITY FLYER EXPRESS	S	A	130	1	3	78	14	7	1	0	0	9	80	6	135
	GATWICK	CITY FLYER EXPRESS	S	D	131	0	6	88	6	5	1	0	0	6	81	7	135
	LUTON	CITY FLYER EXPRESS	C	A	4	0	0	100	0	0	0	0	0	-2	0	0	0
	LUTON	CITY FLYER EXPRESS	C	D	4	0	0	100	0	0	0	0	0	-1	100	-63	1
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	0	50	0	0	77	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	0	100	0	0	0	0	18	0	0	0
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	A	13	0	0	92	8	0	0	0	0	1	82	8	11
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	D	13	0	0	92	8	0	0	0	0	6	94	3	18
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	A	131	0	0	96	2	1	2	0	0	-1	90	5	138
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	D	131	0	0	96	2	1	1	0	0	2	85	9	140
	MANCHESTER	JERSEY EUROPEAN AIRWAYS	S	A	28	0	0	96	4	0	0	0	0	-2	74	4	35
	MANCHESTER	JERSEY EUROPEAN AIRWAYS	S	D	29	0	0	97	3	0	0	0	0	-2	91	-4	35
	BIRMINGHAM	KLM UK LTD	C	A	4	0	0	75	25	0	0	0	0	15	0	50	4
	BIRMINGHAM	KLM UK LTD	C	D	4	0	0	0	75	25	0	0	0	29	0	66	4
	MANCHESTER	KLM UK LTD	C	A	4	0	0	75	0	25	0	0	0	19	25	45	4
	MANCHESTER	KLM UK LTD	C	D	4	0	0	25	50	25	0	0	0	27	0	54	4
	STANSTED	KLM UK LTD	S	A	39	1	0	79	10	8	3	0	0	6	79	6	39
	STANSTED	KLM UK LTD	S	D	39	1	4	77	15	5	3	0	0	10	85	10	40
	STANSTED	TITAN AIRWAYS LTD	C	A	4	0	4	0	0	0	100	0	0	68	25	49	4
	STANSTED	TITAN AIRWAYS LTD	C	D	4	0	4	0	0	100	0	0	0	58	75	7	4
<b>TOTAL JERSEY</b>					<b>1306</b>	<b>11</b>	<b>40</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>8</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
JOHANNESBURG	GATWICK	AVIA AIRLINES	S	A	10	0	0	20	20	50	0	0	10	72	0	0	0	
	GATWICK	AVIA AIRLINES	S	D	10	0	0	80	10	0	0	0	10	109	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	64	23	9	5	0	0	19	95	0	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	1	85	10	5	0	0	2	88	7	17		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	26	0	0	46	27	23	4	0	24	50	20	20		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	26	0	0	88	12	0	0	0	7	95	10	20		
<b>TOTAL JOHANNESBURG</b>					<b>114</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>81</b>	<b>9</b>	<b>9</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
KALAMATA																		
	GATWICK	AIR 2000	C	A	3	0	1	0	0	67	33	0	0	47	0	117	3	
	GATWICK	AIR 2000	C	D	4	0	0	25	25	50	0	0	31	25	84	4		
	MANCHESTER	GB AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	7	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	67	0	46	3		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	40	0	34	3		
<b>TOTAL KALAMATA</b>					<b>23</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>17</b>	<b>30</b>	<b>26</b>	<b>0</b>	<b>43</b>	<b>8</b>	<b>71</b>	<b>71</b>		
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	17	0	0	29	18	18	24	12	64	38	83	13		
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	17	0	0	76	6	0	12	6	31	77	59	13		
<b>TOTAL KARACHI</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>9</b>	<b>18</b>	<b>9</b>	<b>47</b>	<b>58</b>	<b>71</b>	<b>71</b>		
KARPATHOS																		
KATHMANDU																		
	GATWICK	ROYAL NEPAL AIRLINES	S	A	8	0	0	25	13	25	38	0	50	11	40	9		
	GATWICK	ROYAL NEPAL AIRLINES	S	D	8	0	0	50	13	13	25	0	33	56	43	9		
<b>TOTAL KATHMANDU</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>41</b>	<b>41</b>		
KATOWICE																		
	HEATHROW	LOT-POLISH AIRLINES	S	A	4	0	0	100	0	0	0	0	-3	0	0	0		
<b>TOTAL KATOWICE</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>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>		
KAVALLA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	2	25	46	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	1	80	10	5		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	10	50	40	4		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	6	40	16	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	-4	75	6	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	1	1	75	25	0	0	0	-5	100	-5	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	50	0	0	32	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	14	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	1	25	50	0	25	0	27	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	13	0	0	0		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KAVALLA																	
<b>TOTAL KAVALLA</b>					<b>44</b>	<b>1</b>	<b>3</b>	<b>70</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>53</b>	<b>39</b>	<b>39</b>
KEFALLINIA																	
	BIRMINGHAM	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	11	100	-21	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	5	60	10	5
	GATWICK	AIR 2000	C	A	3	0	1	67	0	33	0	0	0	22	50	18	4
	GATWICK	AIR 2000	C	D	4	0	0	25	25	50	0	0	0	25	20	25	5
	MANCHESTER	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	34	25	29	4
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	27	60	13	5
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	50	25	0	25	0	0	47	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	1	0	0	100	0	0	0	46	33	40	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	32	50	36	4
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	57	14	0	29	0	0	45	43	17	7
	GATWICK	BRITANNIA AIRWAYS	C	D	8	1	0	63	13	13	13	0	0	28	63	15	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	31	25	24	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	50	21	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	0	0	14	71	14	0	120	29	39	7
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	13	0	63	25	0	0	61	63	23	8
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	47	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	32	100	-36	1
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	1	33	0	33	33	0	0	37	43	17	7
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	50	0	0	0	22	86	5	7
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	0	61	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	83	0	0	17	0	0	12	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	1	25	25	25	25	0	0	32	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL KEFALLINIA</b>					<b>102</b>	<b>2</b>	<b>5</b>	<b>43</b>	<b>12</b>	<b>25</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>48</b>	<b>21</b>	<b>21</b>
KEFLAVIK																	
	GLASGOW	ICELANDAIR	S	A	9	0	0	89	0	11	0	0	0	0	100	-6	9
	GLASGOW	ICELANDAIR	S	D	9	0	0	78	0	11	11	0	0	20	100	0	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KEFLAVIK	HEATHROW	ICELANDAIR	S	A	31	0	0	94	6	0	0	0	0	0	68	13	31
	HEATHROW	ICELANDAIR	S	D	31	0	0	90	10	0	0	0	0	2	65	15	31
<b>TOTAL KEFLAVIK</b>					<b>80</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>3</b>	<b>74</b>	<b>10</b>	<b>10</b>
KENT INTERNATIONAL																	
<b>TOTAL KENT INTERNATIONAL</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>18</b>	<b>50</b>	<b>11</b>	<b>11</b>
KERRY COUNTY	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	19	0	0	89	0	5	5	0	0	-2	0	0	0
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	17	2	1	82	6	0	12	0	0	9	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	8	0	0	88	0	13	0	0	0	-2	0	0	0
<b>TOTAL KERRY COUNTY</b>					<b>45</b>	<b>2</b>	<b>1</b>	<b>87</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>-5</b>	<b>-5</b>
KHARTOUM	GATWICK	SUDAN AIRWAYS	S	A	8	0	0	0	0	50	50	0	0	63	0	0	0
	GATWICK	SUDAN AIRWAYS	S	D	9	0	0	11	33	33	22	0	0	38	0	0	0
	HEATHROW	SUDAN AIRWAYS	S	A	8	0	0	38	13	13	13	13	104	43	125	14	
	HEATHROW	SUDAN AIRWAYS	S	D	8	0	0	63	0	25	0	13	0	44	67	32	15
<b>TOTAL KHARTOUM</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>11</b>	<b>29</b>	<b>26</b>	<b>6</b>	<b>3</b>	<b>67</b>	<b>53</b>	<b>71</b>	<b>71</b>
KIEV (BORISPOL)	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	14	0	0	71	21	0	7	0	0	11	60	21	15
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	14	0	0	79	14	0	7	0	0	17	33	33	15
<b>TOTAL KIEV (BORISPOL)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>25</b>	<b>25</b>
KINGSTON	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	38	8	8	0	0	21	69	13	13
<b>TOTAL KINGSTON</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>36</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>8</b>	<b>8</b>
KINSHASA NDJILI																	
KIRKWALL	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	23	0	0	91	9	0	0	0	0	0	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	20	0	0	90	5	0	5	0	0	8	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: K				PERCENTAGE OF FLIGHTS LATE							MAY 1994			
				CHARTER/ SCHED		NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						ARR/ DEP	MATCHED											UNMATCHED
						Actual (7)	Plan (8)											
KIRKWALL		GLASGOW	LOGANAIR	S	A	27	0	0	100	0	0	0	0	0	-6	0	0	0
		GLASGOW	LOGANAIR	S	D	23	0	0	91	9	0	0	0	0	4	0	0	0
<b>TOTAL KIRKWALL</b>						<b>93</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>5</b>
KLAGENFURT		GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	50	0	0	0	50	0	110	0	0	0
		GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	50	0	0	0	50	0	108	0	0	0
<b>TOTAL KLAGENFURT</b>						<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>109</b>	<b>25</b>	<b>64</b>	<b>64</b>
KORTRIJK/WEVELGEM						<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>
KOS		BIRMINGHAM	AIR 2000	C	A	3	0	1	0	33	33	33	0	0	43	100	-1	3
		BIRMINGHAM	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	25	75	10	4
		GATWICK	AIR 2000	C	A	6	0	1	83	17	0	0	0	0	-6	67	17	6
		GATWICK	AIR 2000	C	D	8	0	0	100	0	0	0	0	0	2	71	7	7
		GLASGOW	AIR 2000	C	A	3	0	0	67	33	0	0	0	0	-6	0	0	0
		GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0
		MANCHESTER	AIR 2000	C	A	10	0	0	50	20	20	0	10	0	35	38	16	13
		MANCHESTER	AIR 2000	C	D	11	0	0	82	9	0	9	0	0	13	80	7	15
		MANCHESTER	BRITANNIA AB	C	A	2	0	1	0	0	0	100	0	0	106	0	0	0
		MANCHESTER	BRITANNIA AB	C	D	7	0	1	0	0	57	29	0	14	122	0	0	0
		BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	14	67	27	6
		BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	20	88	16	8
		GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	0	0	33	50	17	0	114	0	49	7
		GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	13	0	38	0	0	50	63	21	8
		GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	5	50	14	2
		LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	47	50	44	4
		LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	29	25	45	4
		MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	10	10	20	40	20	0	92	40	27	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
KOS	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	33	8	33	17	8	0	55	33	31	12	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	0	0	33	67	0	0	82	14	90	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	25	38	13	13	0	13	83	50	43	8	
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	4	0	4	50	50	0	0	0	9	0	0	0		
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	4	0	5	50	25	25	0	0	19	0	0	0		
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	0	100	0	0	120	0	69	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	1	0	0	0	100	0	0	146	50	28	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	0	60	0	0	25	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	0	8	42	50	0	70	17	54	6		
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	31	15	23	31	0	41	75	23	8		
	LUTON	MONARCH AIRLINES	C	A	3	0	1	0	0	0	100	0	100	0	88	3		
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	0	50	50	0	80	25	67	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	67	33	0	61	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	13	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	11	0	1	0	0	18	55	27	127	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	11	0	0	0	9	18	55	18	111	0	0	0		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	1	1	0	0	0	100	0	116	0	0	0		
<b>TOTAL KOS</b>					<b>212</b>	<b>3</b>	<b>25</b>	<b>36</b>	<b>10</b>	<b>19</b>	<b>29</b>	<b>5</b>	<b>1</b>	<b>56</b>	<b>43</b>	<b>35</b>	<b>35</b>	
KRAKOW																		
KRISTIANSAND (KJEVIK)																		
	GATWICK	MAERSK AIR	S	A	27	0	0	81	19	0	0	0	8	0	0	0		
	GATWICK	MAERSK AIR	S	D	26	0	0	73	23	0	4	0	9	0	0	0		
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>21</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>		
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	44	0	0	52	16	30	2	0	19	48	28	31		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	44	0	0	86	11	2	0	0	4	84	4	31		
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>16</b>		
KUWAIT																		



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1994					
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	91	5	5	0	0	0	-12	87	8	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	18	0	5	0	0	11	91	9	22
	HEATHROW	KUWAIT AIRWAYS	S	A	31	1	0	65	6	23	3	3	0	18	48	20	31
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	68	23	3	3	3	0	20	65	21	31
<b>TOTAL KUWAIT</b>					<b>106</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>15</b>	<b>15</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LAGOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	68	13	10	6	3	0	19	77	24	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	65	6	19	10	0	0	20	39	40	31	
	HEATHROW	NIGERIA AIRWAYS	S	A	8	0	0	0	13	13	38	25	13	203	0	187	17	
	HEATHROW	NIGERIA AIRWAYS	S	D	8	0	0	13	0	25	50	0	13	164	28	152	18	
<b>TOTAL LAGOS</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>9</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>54</b>	<b>42</b>	<b>82</b>	<b>82</b>	
LAMETIA-TERME																		
LARNACA																		
	BIRMINGHAM	AIR 2000	S	A	11	0	0	73	9	9	9	0	0	13	0	61	3	
	BIRMINGHAM	AIR 2000	S	D	13	0	0	77	8	8	8	0	0	13	25	41	4	
	GATWICK	AIR 2000	S	A	29	0	2	41	28	21	10	0	0	22	38	33	13	
	GATWICK	AIR 2000	S	D	30	0	0	57	20	17	7	0	0	22	23	24	13	
	GLASGOW	AIR 2000	C	A	3	0	0	67	33	0	0	0	0	11	0	0	0	
	GLASGOW	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	11	0	0	0	
	LUTON	AIR 2000	C	A	4	0	0	25	25	0	50	0	0	48	0	0	0	
	LUTON	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0	
	MANCHESTER	AIR 2000	C	A	5	0	1	100	0	0	0	0	0	0	56	48	9	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	6	56	47	9	
	BIRMINGHAM	AIRTOURS INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	1	25	37	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	17	75	15	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	80	9	5	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	2	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	2	56	11	33	0	0	0	16	14	23	7	
	LUTON	BRITANNIA AIRWAYS	C	D	10	0	0	60	20	20	0	0	0	13	70	11	10	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	1	0	75	13	13	0	0	0	6	38	28	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	11	11	11	0	48	50	22	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	3	3	0	0	-10	83	1	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	26	6	3	0	0	14	55	28	31	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	1	0	0	0	0	100	0	0	89	40	25	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	1	0	0	0	33	67	0	0	66	40	17	5
	LUTON	CALEDONIAN AIRWAYS	C	A	3	1	0	0	0	33	33	33	0	135	0	0	0
	LUTON	CALEDONIAN AIRWAYS	C	D	4	0	2	0	0	50	0	50	0	157	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	0	33	33	33	0	56	78	9	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	33	22	33	11	0	37	33	20	9	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	7	0	0	29	0	43	29	0	52	64	20	11	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	7	0	0	29	0	43	29	0	56	0	68	6	
	GATWICK	CYPRUS AIRWAYS	S	A	13	1	0	23	46	0	31	0	41	73	12	15	
	GATWICK	CYPRUS AIRWAYS	S	D	13	0	0	23	0	38	38	0	56	21	52	14	
	HEATHROW	CYPRUS AIRWAYS	S	A	36	0	0	64	8	8	8	11	40	63	19	40	
	HEATHROW	CYPRUS AIRWAYS	S	D	36	0	0	81	6	6	6	3	18	54	23	39	
	LUTON	CYPRUS AIRWAYS	C	A	4	0	0	75	25	0	0	0	-1	50	19	10	
	LUTON	CYPRUS AIRWAYS	C	D	4	0	0	0	50	25	25	0	46	20	32	10	
	MANCHESTER	CYPRUS AIRWAYS	S	A	13	0	0	54	15	31	0	0	10	85	2	13	
	MANCHESTER	CYPRUS AIRWAYS	S	D	13	0	0	15	31	38	8	0	8	99	38	27	13
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	0	0	25	0	25	116	100	-13	1
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	25	25	0	25	0	25	130	100	-46	1
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	1	0	67	33	0	0	26	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	-3	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	13	0	0	62	23	0	15	0	24	31	54	13	
	LUTON	MONARCH AIRLINES	C	D	15	0	0	60	13	7	20	0	32	50	36	14	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	62	15	15	8	0	9	60	118	5	
	MANCHESTER	MONARCH AIRLINES	C	D	17	0	0	71	18	6	6	0	12	40	137	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	1	25	13	25	25	13	64	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	7	0	0	43	14	14	14	14	63	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	0	40	60	167	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	4	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	11	44	22	0	48	8	61	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	20	0	10	0	12	33	43	12	
<b>TOTAL LARNACA</b>					<b>520</b>	<b>6</b>	<b>21</b>	<b>55</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>50</b>	<b>29</b>	<b>29</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	Actual (7)	UNMATCHED Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
LAS PALMAS																			
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-24	100	-34	5		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	4	100	0	5		
	GATWICK	AIR 2000	C	A	14	0	0	21	14	50	14	0	0	42	53	15	15		
	GATWICK	AIR 2000	C	D	14	0	0	29	29	29	14	0	0	30	57	30	14		
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-22	80	-5	5		
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	100	-5	5		
	LUTON	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	4	0	0	0		
	LUTON	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	37	0	0	0		
	MANCHESTER	AIR 2000	C	A	14	0	0	79	0	14	7	0	0	4	37	36	19		
	MANCHESTER	AIR 2000	C	D	14	0	0	79	0	14	7	0	0	5	50	35	20		
	GLASGOW	AIR EUROPA	C	A	4	0	0	50	0	25	0	25	0	94	0	0	0		
	GLASGOW	AIR EUROPA	C	D	4	0	0	50	0	25	0	25	0	94	0	0	0		
	MANCHESTER	AIR EUROPA	C	A	10	0	0	50	30	20	0	0	0	15	0	0	0		
	MANCHESTER	AIR EUROPA	C	D	12	0	0	42	33	8	17	0	0	23	0	40	1		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	3	1	0	0	0	33	33	0	33	460	0	0	0		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	0	0	0	33	33	0	33	465	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	13	13	0	0	18	63	19	8		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	3	67	10	9		
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	22	41	32	17		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	10	72	14	18		
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	0	20	0	0	49	60	23	5		
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-1	100	0	5		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	100	6	4		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	100	5	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	77	8	15	0	0	0	9	55	13	20		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	79	21	0	0	0	0	3	73	17	22		
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	25	38	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAY 1994			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LAS PALMAS																	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	75	15	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	4	89	0	11	0	0	0	4	50	22	10
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	4	44	26	9
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	40	60	0	0	0	0	10	80	5	5
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	100	0	0	0	0	0	0	100	9	5
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	40	20	20	20	0	0	22	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	60	0	20	20	0	0	15	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	18	1	0	17	33	28	22	0	0	38	20	69	15
	GATWICK	MONARCH AIRLINES	C	D	18	1	0	56	11	22	11	0	0	27	47	54	15
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-6	83	7	6
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-7	80	26	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	20	80	0	0	0	41	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	50	25	0	99	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	50	25	0	106	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	17	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	23	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	0	25	50	13	0	84	13	48	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	14	43	0	43	0	0	61	22	39	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	0	100	0	0	66	0	0	0
	GLASGOW	OASIS INTERNATIONAL	C	A	4	0	0	25	0	50	25	0	0	39	0	75	4
	GLASGOW	OASIS INTERNATIONAL	C	D	4	0	0	0	25	50	25	0	0	55	0	89	4
	MANCHESTER	OASIS INTERNATIONAL	C	A	8	0	0	38	13	25	13	0	13	158	25	213	8
	MANCHESTER	OASIS INTERNATIONAL	C	D	8	0	0	38	13	0	38	0	13	172	0	225	8
	BIRMINGHAM	SPANAIR	C	A	5	0	0	60	20	20	0	0	0	17	40	63	5
	BIRMINGHAM	SPANAIR	C	D	5	0	0	80	0	0	20	0	0	22	40	57	5
	GLASGOW	SPANAIR	C	A	4	0	0	50	50	0	0	0	0	8	0	176	4
	GLASGOW	SPANAIR	C	D	4	0	0	25	25	25	25	0	0	35	0	171	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
						MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																		Actual (7)
LAS PALMAS																		
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	5	1	0	40	20	0	0	40	0	97	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	6	0	0	17	17	33	0	33	0	104	0	0	0	
<b>TOTAL LAS PALMAS</b>					<b>409</b>	<b>4</b>	<b>6</b>	<b>57</b>	<b>14</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>49</b>	<b>46</b>	<b>46</b>	
LEEDS BRADFORD																		
	GLASGOW	BMI BRITISH MIDLAND	S	A	74	0	0	91	8	1	0	0	0	4	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	D	71	0	0	94	1	4	0	0	0	2	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	140	0	0	89	9	1	0	0	0	1	86	3	138	
	HEATHROW	BMI BRITISH MIDLAND	S	D	140	0	0	96	1	2	1	0	0	-1	92	-1	142	
	GATWICK	CITY FLYER EXPRESS	S	A	51	0	0	92	8	0	0	0	0	6	92	-1	50	
	GATWICK	CITY FLYER EXPRESS	S	D	51	0	0	88	6	4	2	0	0	6	98	2	50	
<b>TOTAL LEEDS BRADFORD</b>					<b>528</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>1</b>	<b>1</b>	
LEIPZIG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	16	3	3	0	0	5	77	8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	0	3	0	0	4	87	6	31	
	HEATHROW	LUFTHANSA	S	A	58	0	0	67	22	9	2	0	0	13	73	10	62	
	HEATHROW	LUFTHANSA	S	D	27	0	0	81	11	7	0	0	0	5	97	-1	31	
<b>TOTAL LEIPZIG</b>					<b>147</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	<b>7</b>	
LEMNOS																		
LILLE																		
	STANSTED	PROTEUS AIR SYSTEM SA	S	A	19	0	2	100	0	0	0	0	0	5	93	4	28	
	STANSTED	PROTEUS AIR SYSTEM SA	S	D	16	0	5	88	6	6	0	0	0	3	82	9	28	
<b>TOTAL LILLE</b>					<b>36</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>6</b>	
LILONGWE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	80	20	0	0	0	0	7	75	13	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	-1	100	-2	4	
<b>TOTAL LILONGWE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>6</b>	
LIMOGES																		
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	0	0	0	100	0	0	119	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LIMOGES	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	50	0	0	0	33	0	0	0
<b>TOTAL LIMOGES</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>50</b>	<b>24</b>	<b>24</b>
LINKOPING	GATWICK	BRITANNIA AB	C	A	2	0	0	50	0	50	0	0	0	18	0	0	0
	GATWICK	BRITANNIA AB	C	D	2	0	0	50	0	50	0	0	0	32	0	0	0
<b>TOTAL LINKOPING</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
LINZ	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	11	50	63	4
	GATWICK	EXCALIBUR AIRWAYS	C	D	3	0	0	33	33	0	33	0	0	40	50	76	4
<b>TOTAL LINZ</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>78</b>	<b>78</b>
LISBON	HEATHROW	AIR PORTUGAL	S	A	93	0	0	90	6	1	2	0	0	1	86	-3	93
	HEATHROW	AIR PORTUGAL	S	D	93	0	0	84	11	3	2	0	0	5	88	4	93
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	3	0	1	33	0	67	0	0	0	25	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	25	50	25	0	0	0	28	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	95	0	0	85	7	5	2	0	0	1	90	-2	94
	HEATHROW	BRITISH AIRWAYS PLC	S	D	95	0	0	88	6	5	0	0	0	4	73	15	94
	GATWICK	GB AIRWAYS LTD	C	A	11	0	1	18	18	36	27	0	0	54	0	0	0
	GATWICK	GB AIRWAYS LTD	C	D	12	0	0	50	17	8	25	0	0	33	0	0	0
<b>TOTAL LISBON</b>					<b>411</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>7</b>
LIVERPOOL																	
LJUBLJANA	GATWICK	ADRIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-4	0	0	0
	GATWICK	ADRIA AIRWAYS	C	D	2	0	2	50	50	0	0	0	0	11	0	0	0
	HEATHROW	ADRIA AIRWAYS	S	A	26	0	0	69	19	4	8	0	0	11	52	15	21
	HEATHROW	ADRIA AIRWAYS	S	D	26	0	0	81	12	4	4	0	0	7	67	23	21
	MANCHESTER	ADRIA AIRWAYS	S	A	2	0	0	100	0	0	0	0	0	-20	100	-3	3
	MANCHESTER	ADRIA AIRWAYS	S	D	2	0	0	100	0	0	0	0	0	-5	67	4	3
<b>TOTAL LJUBLJANA</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>16</b>	<b>16</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
LOS ANGELES INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	52	23	23	3	0	0	19	71	23	35
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	100	0	0	0	0	0	-2	81	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	8	10	2	0	0	6	79	-2	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	84	15	0	2	0	0	6	84	7	62
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	23	29	35	10	3	0	36	61	13	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	97	3	0	0	0	0	0	74	9	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	10	6	6	0	0	4	58	32	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	61	26	3	10	0	0	21	61	15	31
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>11</b>	<b>11</b>
LUSAKA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	7	89	3	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	90	0	0	10	0	0	9	89	3	9
<b>TOTAL LUSAKA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>1</b>	<b>1</b>
LUTON																	
LUXEMBOURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	96	0	0	4	0	0	1	89	3	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	96	0	0	4	0	0	0	93	3	27
	HEATHROW	LUXAIR	S	A	58	0	0	86	10	3	0	0	0	7	79	13	57
	HEATHROW	LUXAIR	S	D	58	0	0	97	3	0	0	0	0	-1	84	4	57
	MANCHESTER	LUXAIR	S	A	23	0	0	91	4	4	0	0	0	3	0	0	0
	MANCHESTER	LUXAIR	S	D	23	0	0	96	4	0	0	0	0	-2	0	0	0
	STANSTED	LUXAIR	S	A	27	0	0	74	19	4	4	0	0	11	81	8	27
	STANSTED	LUXAIR	S	D	27	0	0	96	0	4	0	0	0	-1	100	-1	27
<b>TOTAL LUXEMBOURG</b>					<b>271</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>6</b>	<b>6</b>
LUXOR																	
	GATWICK	AIR 2000	C	A	5	0	0	0	40	60	0	0	0	35	0	0	0
	GATWICK	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	14	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	22	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	40	0	0	0	26	0	0	0



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
LUXOR																			
	HEATHROW	EGYPT AIR	S	A	5	0	0	80	20	0	0	0	0	-8	100	-22	4		
	HEATHROW	EGYPT AIR	S	D	5	0	0	100	0	0	0	0	0	-2	100	-15	4		
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	21	0	78	4		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	11	60	17	5		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	19	100	3	5		
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	0	56	11	33	0	0	50	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	44	11	22	22	0	0	27	0	0	0		
<b>TOTAL LUXOR</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>32</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>27</b>	<b>27</b>		
LYON																			
	HEATHROW	AIR FRANCE	S	A	81	0	8	85	12	1	1	0	0	4	83	7	58		
	HEATHROW	AIR FRANCE	S	D	81	0	8	80	11	6	2	0	0	7	90	3	58		
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	30	0	1	83	10	3	3	0	0	6	57	13	56		
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	30	0	1	80	7	10	3	0	0	9	94	3	48		
	MANCHESTER	AIR LITTORAL	S	A	37	0	3	89	8	0	3	0	0	-3	84	1	38		
	MANCHESTER	AIR LITTORAL	S	D	37	0	3	73	16	5	5	0	0	10	92	2	37		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	80	15	3	2	0	0	5	87	4	67		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	84	13	2	1	0	0	3	84	8	67		
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	29	0	0	86	7	7	0	0	0	-5	87	-4	23		
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	29	0	0	83	7	10	0	0	0	7	74	14	23		
<b>TOTAL LYON</b>					<b>540</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>6</b>	<b>6</b>		

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MAASTRICHT																	
	GATWICK	B A S E BUSINESS AIRLINES	S	A	40	0	2	90	5	0	5	0	0	5	78	11	41
	GATWICK	B A S E BUSINESS AIRLINES	S	D	38	0	4	87	5	5	3	0	0	8	85	9	40
	STANSTED	KLM EXEL	S	A	77	0	0	87	6	6	0	0	0	6	85	8	67
	STANSTED	KLM EXEL	S	D	77	0	0	90	6	4	0	0	0	4	87	7	68
<b>TOTAL MAASTRICHT</b>					<b>232</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>11</b>
MADRAS/CHENNAI																	
	HEATHROW	AIR INDIA	S	A	7	1	2	29	43	29	0	0	0	17	0	145	6
	HEATHROW	AIR INDIA	S	D	8	0	1	100	0	0	0	0	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-4	54	67	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	15	0	0	0	7	62	19	13
<b>TOTAL MADRAS/CHENNAI</b>					<b>41</b>	<b>1</b>	<b>3</b>	<b>83</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>62</b>	<b>62</b>
MADRID																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	87	8	2	2	0	1	5	100	-12	2
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	95	1	4	0	0	0	3	100	-1	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	83	12	5	0	0	0	2	68	12	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	73	23	3	1	0	0	9	71	22	93
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	27	0	0	89	4	4	4	0	0	3	93	-5	27
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	0	100	0	0	0	0	0	0	100	1	27
	HEATHROW	IBERIA	S	A	151	0	0	91	9	1	0	0	0	-2	91	-5	149
	HEATHROW	IBERIA	S	D	151	0	0	95	2	3	1	0	0	-2	95	4	148
	MANCHESTER	IBERIA	S	A	31	0	0	97	3	0	0	0	0	-9	94	-7	31
	MANCHESTER	IBERIA	S	D	31	0	0	100	0	0	0	0	0	-5	81	5	31
	STANSTED	KLM UK LTD	S	A	31	0	0	94	6	0	0	0	0	-9	0	0	0
	STANSTED	KLM UK LTD	S	D	31	0	0	81	10	10	0	0	0	6	0	0	0
	GATWICK	SPANAIR	C	A	8	0	0	75	13	13	0	0	0	14	67	37	9
	GATWICK	SPANAIR	C	D	8	0	0	75	13	13	0	0	0	11	67	35	9
	GATWICK	VIVA	S	A	49	0	2	90	10	0	0	0	0	4	71	8	52
	GATWICK	VIVA	S	D	49	0	2	88	8	4	0	0	0	1	90	3	52

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MADRID																		
<b>TOTAL MADRID</b>					<b>969</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>6</b>	
MAHON																		
	BIRMINGHAM	AIR 2000	C	A	7	0	2	100	0	0	0	0	0	3	43	29	7	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	100	0	0	0	0	-3	43	30	7		
	GATWICK	AIR 2000	C	A	17	0	0	47	18	12	24	0	0	33	30	36	20	
	GATWICK	AIR 2000	C	D	18	0	0	67	22	0	11	0	0	17	43	22	23	
	GLASGOW	AIR 2000	C	A	3	0	0	67	0	0	33	0	0	55	0	38	3	
	GLASGOW	AIR 2000	C	D	4	0	0	25	25	0	50	0	0	69	50	11	4	
	LUTON	AIR 2000	C	A	4	0	1	100	0	0	0	0	0	-11	67	12	3	
	LUTON	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	1	75	14	4	
	MANCHESTER	AIR 2000	C	A	12	0	2	75	8	17	0	0	0	8	13	52	16	
	MANCHESTER	AIR 2000	C	D	14	0	0	50	36	7	7	0	0	23	35	49	17	
	STANSTED	AIR 2000	C	A	4	0	1	100	0	0	0	0	0	1	25	19	4	
	STANSTED	AIR 2000	C	D	5	0	0	40	40	20	0	0	0	18	0	30	5	
	GATWICK	AIRTOURS INTERNATIONAL	C	A	2	0	0	50	0	50	0	0	0	15	0	111	6	
	GATWICK	AIRTOURS INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	5	50	26	8	
	MANCHESTER	AIRTOURS INTERNATIONAL	C	A	2	0	0	50	0	0	50	0	0	59	21	68	14	
	MANCHESTER	AIRTOURS INTERNATIONAL	C	D	2	0	0	0	50	0	50	0	0	79	44	46	16	
	GLASGOW	AIRWORLD AVIATION LTD	C	A	4	0	0	25	25	25	25	0	0	36	0	0	0	
	GLASGOW	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	28	0	0	0	
	STANSTED	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0	
	STANSTED	BMI BRITISH MIDLAND	C	D	3	0	0	67	33	0	0	0	0	12	0	0	0	
	MANCHESTER	BRITANNIA AB	C	A	5	0	1	20	0	0	20	40	20	273	0	0	0	
	MANCHESTER	BRITANNIA AB	C	D	6	0	0	17	17	0	50	17	0	103	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	10	0	0	70	0	10	10	10	0	47	42	41	12	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	77	15	0	8	0	0	11	67	19	12	
	GATWICK	BRITANNIA AIRWAYS	C	A	23	0	1	39	9	4	30	13	4	110	44	43	25	
	GATWICK	BRITANNIA AIRWAYS	C	D	25	0	1	44	4	16	24	12	0	58	68	26	28	
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	64	0	52	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	18	50	24	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MAHON	LUTON	BRITANNIA AIRWAYS	C	A	8	0	2	63	25	0	13	0	0	16	71	9	7
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	11	11	0	0	25	78	5	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	20	1	0	55	25	0	5	15	0	57	22	45	18
	MANCHESTER	BRITANNIA AIRWAYS	C	D	23	1	0	52	17	13	0	17	0	52	35	30	23
	STANSTED	BRITANNIA AIRWAYS	C	A	7	0	0	57	14	29	0	0	0	18	75	12	8
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	22	0	0	0	13	78	19	9
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	4	50	0	0	38	13	0	51	63	14	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	50	0	13	25	13	0	59	63	11	8
	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	0	0	0	0	0	100	0	0	110	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	8	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	28	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	CENTENNIAL AIRLINES	C	A	4	0	1	75	25	0	0	0	0	-12	0	91	4
	GATWICK	CENTENNIAL AIRLINES	C	D	5	0	0	80	0	20	0	0	0	-8	75	13	4
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	8	0	0	50	38	13	0	0	0	17	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	-6	0	0	0
	GATWICK	GB AIRWAYS LTD	C	A	3	0	2	100	0	0	0	0	0	5	0	0	0
	GATWICK	GB AIRWAYS LTD	C	D	3	0	2	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	5	0	1	60	0	0	40	0	0	49	0	45	4
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	6	0	0	83	17	0	0	0	0	5	50	23	4
	GATWICK	LEISURE INTERNATIONAL	C	A	13	0	0	46	8	8	38	0	0	38	63	60	8
	GATWICK	LEISURE INTERNATIONAL	C	D	13	0	0	62	31	8	0	0	0	13	67	43	9
	MANCHESTER	LEISURE INTERNATIONAL	C	A	8	0	0	63	0	13	13	13	0	46	0	44	3
	MANCHESTER	LEISURE INTERNATIONAL	C	D	7	1	1	71	0	14	14	0	0	23	50	13	4
	STANSTED	LEISURE INTERNATIONAL	C	A	8	0	0	13	50	25	13	0	0	30	100	4	6
	STANSTED	LEISURE INTERNATIONAL	C	D	8	0	0	38	38	25	0	0	0	20	86	10	7
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	44	11	33	11	0	0	30	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	22	33	33	11	0	0	38	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MAHON	GATWICK	MONARCH AIRLINES	C	A	13	0	1	54	23	23	0	0	0	17	29	41	17
	GATWICK	MONARCH AIRLINES	C	D	14	1	0	79	21	0	0	0	0	4	82	24	17
	LUTON	MONARCH AIRLINES	S	A	9	0	0	89	0	11	0	0	0	6	0	46	9
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	27	0	39	4
	LUTON	MONARCH AIRLINES	S	D	9	0	0	100	0	0	0	0	0	-1	78	24	9
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	50	16	4
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	2	75	0	0	13	13	0	35	50	20	16
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	40	40	10	10	0	0	23	71	14	17
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	53	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	46	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	30	10	50	10	0	0	34	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	1	0	40	20	20	20	0	0	28	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	33	17	6	28	11	6	87	13	54	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	1	0	39	11	6	22	22	0	89	11	47	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	6	0	1	67	17	0	0	17	0	48	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	7	1	0	86	0	0	0	14	0	36	0	0	0
	GLASGOW	SPANAIR	C	A	3	0	0	33	33	0	33	0	0	37	0	97	3
	GLASGOW	SPANAIR	C	D	4	0	0	100	0	0	0	0	0	8	0	36	4
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	2	0	0	0	50	50	0	0	0	28	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0
	MANCHESTER	TRANSAER	C	A	3	0	0	0	0	0	67	33	0	142	33	43	3
	MANCHESTER	TRANSAER	C	D	3	0	0	0	0	0	67	33	0	150	33	61	3
<b>TOTAL MAHON</b>					<b>609</b>	<b>7</b>	<b>26</b>	<b>56</b>	<b>16</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>44</b>	<b>35</b>	<b>35</b>
MALAGA	BIRMINGHAM	AIR 2000	C	A	8	0	0	100	0	0	0	0	0	-6	100	-10	4
	BIRMINGHAM	AIR 2000	C	D	8	0	0	75	25	0	0	0	0	5	100	3	4
	GATWICK	AIR 2000	C	A	16	0	0	56	6	13	25	0	0	33	54	35	13
	GATWICK	AIR 2000	C	D	20	0	0	55	10	15	20	0	0	29	80	17	15
	GLASGOW	AIR 2000	C	A	12	0	0	25	25	17	33	0	0	54	38	28	8
	GLASGOW	AIR 2000	C	D	12	0	0	33	33	8	25	0	0	51	25	31	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1994				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
MALAGA		LUTON	AIR 2000	C	A	4	0	2	50	25	25	0	0	0	14	0	0	0			
		LUTON	AIR 2000	C	D	4	0	2	100	0	0	0	0	0	6	0	0	0			
		MANCHESTER	AIR 2000	C	A	20	0	0	40	35	25	0	0	0	20	68	22	31			
		MANCHESTER	AIR 2000	C	D	20	0	0	40	25	25	10	0	0	26	61	25	31			
		GLASGOW	AIR EUROPA	C	A	2	1	0	0	50	50	0	0	0	40	0	0	0			
		GLASGOW	AIR EUROPA	C	D	3	1	0	0	67	0	33	0	0	38	0	0	0			
		GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	10	1	2	60	30	0	0	10	0	31	0	0	0			
		GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	11	1	1	73	9	0	9	9	0	37	0	0	0			
		MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	100	0	0	0	0	0	2	14	218	7			
		MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	100	0	0	0	0	0	3	38	67	8			
		GATWICK	AIR OPERATIONS EUROPE	C	A	7	0	0	43	29	0	29	0	0	26	0	0	0			
		GATWICK	AIR OPERATIONS EUROPE	C	D	11	0	1	36	18	27	9	9	0	50	0	197	1			
		MANCHESTER	AIR OPERATIONS EUROPE	C	A	6	0	1	17	17	33	33	0	0	49	0	200	7			
		MANCHESTER	AIR OPERATIONS EUROPE	C	D	7	0	0	14	57	0	14	0	14	161	0	213	9			
		GATWICK	AIRTOURS INTERNATIONAL	C	A	2	0	0	0	0	50	50	0	0	63	40	50	10			
		MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	38	13	38	13	0	0	29	0	0	0			
		MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	50	13	25	13	0	0	26	0	0	0			
		GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	25	0	0	0	11	100	-3	5			
		GLASGOW	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	24	80	5	5			
		MANCHESTER	BRITANNIA AB	C	A	7	0	0	57	0	14	29	0	0	22	0	0	0			
		MANCHESTER	BRITANNIA AB	C	D	7	0	0	57	14	0	14	14	0	51	0	0	0			
		BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	25	0	0	0	16	33	52	9			
		BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	7	44	38	9			
		GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	25	33	33	8	0	0	28	0	42	8			
		GATWICK	BRITANNIA AIRWAYS	C	D	12	0	0	67	33	0	0	0	0	10	22	32	9			
		GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-1	40	26	5			
		GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	9	100	8	5			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	45	20	25	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	42	100	5	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	50	25	8	8	8	0	44	21	54	14
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	67	8	8	8	8	0	37	36	39	14
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	11	60	18	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	9	100	1	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	70	0	0	71	20	3	6	0	0	14	82	8	71
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	70	0	0	76	17	6	1	0	0	12	75	15	71
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	12	0	0	92	0	8	0	0	0	2	100	-11	13
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	12	0	0	92	8	0	0	0	0	8	69	11	13
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	25	0	90	2
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	17	0	97	2
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	31	15	15	23	8	8	157	50	113	20
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	1	54	15	8	15	8	0	42	65	30	20
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	9	2	0	56	11	11	22	0	0	20	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	11	0	0	64	18	0	18	0	0	21	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	8	0	0	25	0	13	63	0	0	90	56	13	9
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	8	0	0	13	13	13	63	0	0	79	89	10	9
	GATWICK	LEISURE INTERNATIONAL	C	A	22	0	0	18	23	23	36	0	0	51	40	42	20
	GATWICK	LEISURE INTERNATIONAL	C	D	22	0	0	32	9	41	18	0	0	42	45	25	20
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	50	50	0	0	69	50	5	4
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	7	40	31	5
	STANSTED	LEISURE INTERNATIONAL	C	A	6	0	0	50	0	33	17	0	0	39	50	38	2
	STANSTED	LEISURE INTERNATIONAL	C	D	6	0	0	83	0	0	17	0	0	25	0	26	1
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	57	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	49	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	25	0	1	24	20	16	32	4	4	62	52	31	27
	GATWICK	MONARCH AIRLINES	C	D	25	0	0	56	8	12	20	4	0	36	66	16	29
	LUTON	MONARCH AIRLINES	S	A	17	0	0	65	6	6	24	0	0	19	54	24	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	LUTON	MONARCH AIRLINES	S	D	17	0	0	76	0	6	18	0	0	22	46	32	13
	MANCHESTER	MONARCH AIRLINES	C	A	26	0	5	27	27	35	12	0	0	30	6	44	18
	MANCHESTER	MONARCH AIRLINES	C	D	25	0	0	64	20	12	4	0	0	17	41	22	17
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	13	38	50	0	0	68	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	0	14	57	29	0	0	51	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	0	8	58	25	8	0	74	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	42	8	17	33	0	0	51	0	0	0
	BIRMINGHAM	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	-13	100	-17	4
	BIRMINGHAM	SPANAIR	C	D	4	0	0	100	0	0	0	0	0	5	100	4	4
	GLASGOW	SPANAIR	C	A	4	0	0	0	0	50	50	0	0	52	20	94	5
	GLASGOW	SPANAIR	C	D	4	0	0	100	0	0	0	0	0	6	40	89	5
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	3	0	0	0	67	33	0	0	0	29	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	2	0	1	50	0	50	0	0	0	34	0	0	0
	GATWICK	VIVA	S	A	31	0	0	81	16	3	0	0	0	2	97	0	31
	GATWICK	VIVA	S	D	31	0	0	97	0	3	0	0	0	2	87	6	31
	GLASGOW	VIVA	C	A	4	0	0	75	25	0	0	0	0	-8	0	0	0
	GLASGOW	VIVA	C	D	4	0	0	75	25	0	0	0	0	1	0	0	0
	HEATHROW	VIVA	S	A	31	0	0	65	19	16	0	0	0	14	74	11	31
	HEATHROW	VIVA	S	D	31	0	0	97	0	3	0	0	0	-3	87	0	31
	MANCHESTER	VIVA	C	A	4	0	0	50	0	50	0	0	0	32	0	0	0
	MANCHESTER	VIVA	C	D	4	0	0	0	25	75	0	0	0	43	0	0	0
<b>TOTAL MALAGA</b>					<b>956</b>	<b>6</b>	<b>26</b>	<b>57</b>	<b>16</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>57</b>	<b>37</b>	<b>37</b>
MALE INTERNATIONAL	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-23	60	18	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	4	60	18	5
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL MALE INTERNATIONAL</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>60</b>	<b>18</b>	<b>18</b>
MALMO																	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALMO	GATWICK	BRITANNIA AB	C	A	3	0	0	100	0	0	0	0	0	4	100	-6	5
<b>TOTAL MALMO</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>4</b>	<b>100</b>	<b>0</b>	<b>0</b>
MALTA	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-8	100	-17	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	-3	100	1	4
	GATWICK	AIR 2000	C	A	8	0	0	25	13	13	50	0	0	60	13	57	8
	GATWICK	AIR 2000	C	D	8	0	0	25	13	25	38	0	0	55	13	48	8
	GLASGOW	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	-19	75	1	4
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-1	100	1	4
	MANCHESTER	AIR 2000	C	A	8	0	0	25	25	38	0	13	0	52	38	38	8
	MANCHESTER	AIR 2000	C	D	8	0	0	63	0	25	0	13	0	41	38	32	8
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	25	50	25	0	0	73	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	50	25	0	25	0	0	43	0	0	0
	BIRMINGHAM	AIR MALTA	S	A	8	0	0	50	25	25	0	0	0	16	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	60	40	0	0	0	0	10	38	15	8
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	60	40	0	0	0	0	13	50	22	8
	BIRMINGHAM	AIR MALTA	S	D	8	0	0	50	25	25	0	0	0	21	0	0	0
	GATWICK	AIR MALTA	S	A	41	0	0	88	5	5	2	0	0	4	88	3	40
	GATWICK	AIR MALTA	S	D	41	0	0	78	15	5	2	0	0	11	68	10	40
	GLASGOW	AIR MALTA	S	A	4	0	0	50	25	25	0	0	0	19	100	5	2
	GLASGOW	AIR MALTA	C	A	9	0	0	100	0	0	0	0	0	-2	92	2	13
	GLASGOW	AIR MALTA	S	D	4	0	0	50	0	50	0	0	0	26	67	14	3
	GLASGOW	AIR MALTA	C	D	9	0	0	56	22	22	0	0	0	17	58	14	12
	HEATHROW	AIR MALTA	S	A	63	0	0	57	22	17	3	0	0	17	62	15	63
	HEATHROW	AIR MALTA	S	D	63	0	0	51	16	22	11	0	0	20	59	14	63
	LUTON	AIR MALTA	C	A	2	0	1	50	50	0	0	0	0	4	0	0	0
	LUTON	AIR MALTA	C	D	2	0	1	0	0	100	0	0	0	39	0	0	0
	MANCHESTER	AIR MALTA	C	A	6	0	0	67	0	33	0	0	0	15	71	10	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	AIR MALTA	S	A	18	0	0	83	11	6	0	0	0	-3	100	-5	10	
	MANCHESTER	AIR MALTA	S	D	18	0	0	61	33	6	0	0	0	10	80	11	10	
	MANCHESTER	AIR MALTA	C	D	6	0	0	67	0	33	0	0	0	21	56	25	16	
	STANSTED	AIR MALTA	C	A	4	0	0	75	0	0	25	0	0	13	100	8	1	
	STANSTED	AIR MALTA	C	D	4	0	0	75	0	0	25	0	0	18	50	46	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	71	0	14	14	0	0	19	25	18	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	19	25	30	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	20	30	30	20	0	0	39	44	17	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	60	20	10	10	0	0	20	89	10	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	35	25	28	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	33	50	26	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	0	11	0	32	83	17	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	0	11	0	23	85	8	13	
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	17	25	23	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	24	100	4	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	-1	25	26	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	5	75	16	4	
	GATWICK	GB AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	0	0	0	
	GATWICK	GB AIRWAYS LTD	C	D	6	0	0	67	33	0	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	1	0	75	0	0	0	25	0	68	31	31	13	
	GATWICK	MONARCH AIRLINES	C	D	4	1	0	75	0	0	0	25	0	60	54	21	13	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	75	0	25	0	0	29	40	33	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	25	75	0	0	0	36	40	21	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	51	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	24	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	13	0	38	38	0	113	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	13	13	0	50	25	0	106	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
<b>TOTAL MALTA</b>					<b>520</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>15</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>18</b>	<b>18</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GLASGOW	AIR CANADA	S	A	19	0	0	89	0	5	5	0	0	8	89	6	18
	GLASGOW	AIR CANADA	S	D	19	0	0	74	16	5	5	0	0	10	78	5	18
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	-2	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	GLASGOW	BMI REGIONAL	S	A	71	0	0	51	32	13	4	0	0	19	0	0	0
	GLASGOW	BMI REGIONAL	S	D	73	0	0	95	4	1	0	0	0	3	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	22	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-32	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	11	20	31	5
	GATWICK	BRITANNIA AIRWAYS	C	D	3	1	0	33	33	33	0	0	0	20	57	16	7
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	154	0	4	95	3	2	0	0	0	0	77	9	110
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	155	0	0	88	7	3	1	0	0	6	95	2	110
	GLASGOW	BRITISH AIRWAYS PLC	S	A	109	0	0	87	10	3	0	0	0	5	86	8	86
	GLASGOW	BRITISH AIRWAYS PLC	S	D	110	0	0	98	1	1	0	0	0	-1	87	5	87
	HEATHROW	BRITISH AIRWAYS PLC	S	A	296	9	3	89	8	2	1	0	0	4	83	7	295
	HEATHROW	BRITISH AIRWAYS PLC	S	D	299	10	0	89	7	3	1	0	0	2	92	0	295
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	66	0	1	92	6	0	2	0	0	1	94	1	62
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	66	0	1	97	3	0	0	0	0	-1	97	2	62
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-2	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	7	57	24	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	0	33	0	50	17	0	130	17	49	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	35	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	100	0	0	111	0	0	0
	GATWICK	TRANSAER	C	A	2	0	0	50	0	50	0	0	0	18	0	0	0
<b>TOTAL MANCHESTER</b>					<b>1485</b>	<b>30</b>	<b>12</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>7</b>
MANILA	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	81	19	0	0	0	0	1	83	9	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	82	12	6	0	0	0	5	69	12	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MANILA																		
	GATWICK	PHILIPPINE AIRLINES	S	A	13	0	0	15	8	15	62	0	0	83	8	83	12	
	GATWICK	PHILIPPINE AIRLINES	S	D	13	0	0	54	0	8	31	8	0	48	42	43	12	
<b>TOTAL MANILA</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>10</b>	<b>7</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>51</b>	<b>36</b>	<b>36</b>	
MARRAKESH																		
	HEATHROW	GB AIRWAYS LTD	S	A	9	0	0	89	0	0	11	0	0	1	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	D	9	0	0	89	0	11	0	0	0	9	0	0	0	
<b>TOTAL MARRAKESH</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>2</b>	<b>2</b>	
MARSEILLE																		
	GATWICK	AIR FRANCE	S	A	17	0	0	100	0	0	0	0	0	-10	0	0	0	
	GATWICK	AIR FRANCE	S	D	17	0	0	65	35	0	0	0	0	11	0	0	0	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	92	0	1	78	18	1	2	0	0	8	80	5	90	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	93	0	0	66	20	8	6	0	0	17	85	10	89	
<b>TOTAL MARSEILLE</b>					<b>219</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>6</b>	<b>6</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	8	0	0	25	38	38	0	0	0	26	11	68	9	
	HEATHROW	AIR MAURITIUS LTD	S	D	8	0	0	75	0	13	13	0	0	14	56	16	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	0	22	0	0	28	67	37	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	0	9	89	11	9	
<b>TOTAL MAURITIUS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>33</b>	<b>33</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45	32	16	6	0	0	21	45	44	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	23	0	3	0	0	11	68	9	22	
	HEATHROW	QANTAS	S	A	31	0	0	71	23	6	0	0	0	9	45	35	31	
	HEATHROW	QANTAS	S	D	31	0	0	68	29	3	0	0	0	10	45	23	31	
<b>TOTAL MELBOURNE</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>23</b>	<b>23</b>	
METZ																		
<b>TOTAL METZ</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	-2	92	-17	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	0	8	0	0	12	85	3	13
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>-7</b>	<b>-7</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	48	26	19	6	0	0	20	73	1	48
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	87	6	0	6	0	0	11	75	11	48
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	0	0	6	3	0	-1	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	13	6	10	0	0	18	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	13	3	0	0	0	4	83	-8	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	6	75	9	57
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	0	24	43	19	14	0	0	32	44	24	18
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	21	0	0	86	5	10	0	0	0	10	47	20	17
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>228</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>6</b>	<b>6</b>
MIKONOS	GATWICK	GB AIRWAYS LTD	C	A	4	0	1	50	25	0	25	0	0	25	100	-16	3
	GATWICK	GB AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	-21	100	6	3
<b>TOTAL MIKONOS</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>100</b>	<b>-5</b>	<b>-5</b>
MILAN (LINATE)	HEATHROW	ALITALIA	S	A	181	0	1	75	15	7	3	0	0	10	73	10	124
	HEATHROW	ALITALIA	S	D	181	0	1	83	10	4	2	0	0	6	80	7	123
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	90	10	0	0	0	0	-1	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	97	3	0	0	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	77	19	4	1	0	0	8	70	12	125
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	85	6	4	4	0	0	7	81	12	124
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	54	0	0	87	11	0	2	0	0	0	91	-4	53
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	54	0	0	93	4	2	2	0	0	3	92	3	53
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	50	0	0	82	14	4	0	0	0	2	71	11	48
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	50	0	0	86	6	6	2	0	0	8	92	4	48

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	25	25	0	25	25	0	117	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	50	0	0	25	25	0	93	0	0	0	
	STANSTED	KLM UK LTD	S	A	58	0	0	74	14	9	3	0	0	10	0	0	0	
	STANSTED	KLM UK LTD	S	D	58	0	0	86	9	2	3	0	0	7	0	0	0	
<b>TOTAL MILAN (LINATE)</b>					<b>1004</b>	<b>3</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>8</b>	<b>8</b>	
MILAN (MALPENSA)																		
	GATWICK	AIR 2000	C	A	7	0	1	43	29	14	14	0	0	27	0	34	5	
	GATWICK	AIR 2000	C	D	7	0	1	71	29	0	0	0	0	9	100	-1	7	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	3	1	0	0	33	0	67	0	0	86	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	0	33	0	0	67	0	0	93	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	11	0	0	0	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	16	0	0	0	
	GATWICK	EXCALIBUR AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	9	30	28	10	
	GATWICK	EXCALIBUR AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	4	60	17	10	
	MANCHESTER	LAUDA-AIR	S	A	23	0	0	96	0	0	4	0	0	3	0	0	0	
	MANCHESTER	LAUDA-AIR	S	D	23	0	0	91	0	0	4	4	0	16	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	33	33	33	0	0	0	23	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	6	0	0	83	0	0	17	0	0	24	50	33	6	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	6	0	0	67	17	0	17	0	0	13	67	19	6	
<b>TOTAL MILAN (MALPENSA)</b>					<b>108</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>12</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>36</b>	<b>36</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	71	16	6	0	6	0	20	48	55	31	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	81	6	6	3	3	0	17	87	9	30	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>32</b>	<b>32</b>	
MINSK																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: M								MAY 1994					
										NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE									
										MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
										Actual (7)	Plan (8)												
MINSK		GATWICK		BELAVIA (BELARUSSIAN AIRLINES)		S	A	9	1	0	100	0	0	0	0	0	-17	0	0	0			
		GATWICK		BELAVIA (BELARUSSIAN AIRLINES)		S	D	9	1	0	89	11	0	0	0	0	3	0	0	0			
<b>TOTAL MINSK</b>								<b>18</b>	<b>3</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	<b>0</b>			
MITILINI		GATWICK		AIR 2000		C	A	4	0	0	0	25	0	50	25	0	146	25	56	4			
		GATWICK		AIR 2000		C	D	4	0	0	75	0	25	0	0	0	17	50	13	4			
		MANCHESTER		AIR 2000		C	A	3	0	1	0	0	67	0	33	0	110	33	36	3			
		MANCHESTER		AIR 2000		C	D	4	0	0	50	50	0	0	0	0	16	100	9	4			
		GATWICK		BRITANNIA AIRWAYS		C	A	3	0	0	0	33	33	33	0	0	42	0	0	0			
		GATWICK		BRITANNIA AIRWAYS		C	D	4	0	0	75	25	0	0	0	0	9	0	0	0			
		MANCHESTER		BRITANNIA AIRWAYS		C	A	3	0	0	100	0	0	0	0	0	10	0	0	0			
		MANCHESTER		BRITANNIA AIRWAYS		C	D	4	0	0	25	50	25	0	0	0	20	0	0	0			
		BIRMINGHAM		MY TRAVEL AIRWAYS UK		C	A	4	0	1	25	25	0	50	0	0	72	0	0	0			
		BIRMINGHAM		MY TRAVEL AIRWAYS UK		C	D	5	0	0	40	20	0	40	0	0	55	0	0	0			
		GATWICK		MY TRAVEL AIRWAYS UK		C	A	3	0	0	0	0	33	67	0	0	68	0	0	0			
		GATWICK		MY TRAVEL AIRWAYS UK		C	D	3	0	0	67	33	0	0	0	0	11	0	0	0			
		MANCHESTER		MY TRAVEL AIRWAYS UK		C	A	3	0	1	0	0	0	0	67	33	352	0	0	0			
		MANCHESTER		MY TRAVEL AIRWAYS UK		C	D	3	0	0	33	0	33	33	0	0	69	0	0	0			
<b>TOTAL MITILINI</b>								<b>54</b>	<b>0</b>	<b>6</b>	<b>35</b>	<b>19</b>	<b>15</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>69</b>	<b>46</b>	<b>33</b>	<b>33</b>			
MOMBASA		MANCHESTER		AIR 2000		C	A	4	0	0	25	25	50	0	0	0	29	0	0	0			
		MANCHESTER		AIR 2000		C	D	4	0	0	100	0	0	0	0	0	5	0	0	0			
		GATWICK		BRITANNIA AIRWAYS		C	A	3	1	0	0	67	33	0	0	0	31	0	42	5			
		GATWICK		BRITANNIA AIRWAYS		C	D	4	0	0	100	0	0	0	0	0	9	0	44	5			
		MANCHESTER		BRITANNIA AIRWAYS		C	A	3	1	0	33	33	33	0	0	0	25	60	27	5			
		MANCHESTER		BRITANNIA AIRWAYS		C	D	4	0	0	100	0	0	0	0	0	-1	60	17	5			
		GATWICK		CALEDONIAN AIRWAYS		C	A	5	0	0	40	0	40	20	0	0	38	0	121	5			
		GATWICK		CALEDONIAN AIRWAYS		C	D	5	0	0	60	0	20	20	0	0	35	40	21	5			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MOMBASA																		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	0	33	0	33	33	0	0	36	20	96	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	22	80	-1	5	
	HEATHROW	KENYA AIRWAYS	S	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	0	40	20	20	365	60	10	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	42	60	13	5	
<b>TOTAL MOMBASA</b>					<b>56</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>54</b>	<b>41</b>	<b>40</b>	<b>40</b>	
MONASTIR																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	1	80	8	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	7	80	10	5	
	GATWICK	AIR 2000	C	A	4	1	0	25	25	50	0	0	0	32	13	83	8	
	GATWICK	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	8	22	66	9	
	GLASGOW	AIR 2000	C	A	4	0	0	0	25	50	25	0	0	55	20	54	5	
	GLASGOW	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	49	40	37	5	
	MANCHESTER	AIR 2000	C	A	4	0	0	0	50	0	25	25	0	86	0	112	5	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	0	25	0	25	0	64	0	73	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-6	50	15	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	100	3	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	25	13	0	0	26	0	67	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	33	0	0	0	17	0	60	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	4	75	10	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	7	100	3	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	17	50	26	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	20	50	25	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	13	0	0	21	25	36	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	22	0	0	19	50	22	8	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	25	25	0	116	0	57	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	78	60	11	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	63	0	51	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	0	50	0	0	43	40	30	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	50	50	0	152	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1994						
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
MONASTIR																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	25	50	0	131	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	14	0	29	57	0	0	68	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	13	0	38	50	0	0	68	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	1	0	14	14	43	0	29	0	81	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	25	25	0	0	46	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	94	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	108	0	0	0	
<b>TOTAL MONASTIR</b>					<b>157</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>11</b>	<b>19</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>38</b>	<b>45</b>	<b>45</b>	
MONTEGO BAY																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0	31	31	23	15	0	88	0	0	0	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	13	0	165	5	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	33	0	71	5	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	66	0	277	5	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	0	50	0	25	25	0	100	0	87	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	1	0	0	0	80	20	0	0	51	60	12	5	
<b>TOTAL MONTEGO BAY</b>					<b>38</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>32</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>86</b>	<b>86</b>	
MONTPELLIER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	52	23	19	6	0	0	21	61	15	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	77	10	6	6	0	0	16	68	16	31	
<b>TOTAL MONTPELLIER</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>15</b>	<b>15</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	42	0	0	71	14	12	0	0	2	19	50	44	44	
	HEATHROW	AEROFLOT	S	D	44	0	0	89	7	2	0	0	2	15	56	26	45	
	MANCHESTER	AEROFLOT	S	A	7	0	1	57	14	29	0	0	0	17	75	21	8	
	MANCHESTER	AEROFLOT	S	D	7	0	1	100	0	0	0	0	0	-2	88	31	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	23	0	0	83	9	9	0	0	0	-4	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	23	0	0	91	4	4	0	0	0	4	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MOSCOW (SHEREMETYEVO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	0	82	5	10	3	0	0	5	68	13	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	82	15	3	0	0	0	4	56	18	34
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>224</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>59</b>	<b>26</b>	<b>26</b>
MUMBAI	HEATHROW	AIR INDIA	S	A	53	0	0	17	8	32	36	8	0	69	13	86	31
	HEATHROW	AIR INDIA	S	D	53	0	0	17	17	28	30	4	4	98	14	62	44
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	89	11	0	0	0	0	-4	54	14	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	83	6	11	0	0	0	3	85	7	13
<b>TOTAL MUMBAI</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>11</b>	<b>24</b>	<b>25</b>	<b>4</b>	<b>1</b>	<b>62</b>	<b>28</b>	<b>56</b>	<b>56</b>
MUNICH	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-12	94	4	31
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	97	3	0	0	0	0	2	94	3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	0	96	4	0	0	0	0	-2	77	7	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	0	91	5	3	0	0	0	2	82	9	146
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	81	19	0	0	0	0	2	93	0	46
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	3	0	0	0	7	96	3	46
	GATWICK	DEUTSCHE BA	S	A	59	0	0	66	24	8	2	0	0	13	0	0	0
	GATWICK	DEUTSCHE BA	S	D	60	0	0	73	23	2	2	0	0	9	0	0	0
	STANSTED	KLM UK LTD	S	A	54	0	0	91	6	2	2	0	0	2	71	15	52
	STANSTED	KLM UK LTD	S	D	54	0	0	96	0	2	2	0	0	4	79	13	52
	HEATHROW	LUFTHANSA	S	A	123	0	1	73	15	8	3	0	0	8	69	12	91
	HEATHROW	LUFTHANSA	S	D	126	0	2	94	5	2	0	0	0	-1	87	2	91
	MANCHESTER	LUFTHANSA CITY LINE	S	A	54	0	0	80	6	9	6	0	0	9	89	2	27
	MANCHESTER	LUFTHANSA CITY LINE	S	D	54	0	0	80	17	4	0	0	0	7	89	6	27
<b>TOTAL MUNICH</b>					<b>1004</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>7</b>	<b>7</b>
MUNSTER-OSNABRUCK																	
MURCIA SAN JAVIER	GATWICK	EXCALIBUR AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	3	63	14	8
	GATWICK	EXCALIBUR AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	10	56	20	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MURCIA SAN JAVIER	MANCHESTER	EXCALIBUR AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	11	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	27	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	6	0	0	17	17	17	50	0	0	53	0	0	0
	GATWICK	GB AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	54	25	119	4
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	50	0	0	50	0	0	59	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>47</b>	<b>44</b>	<b>44</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	3	6	0	0	-1	84	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	0	3	0	0	7	84	5	31
	HEATHROW	GULF AIR	S	A	43	0	0	56	23	19	2	0	0	15	28	32	58
	HEATHROW	GULF AIR	S	D	30	0	0	93	0	3	3	0	0	3	74	10	46
<b>TOTAL MUSCAT</b>					<b>135</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>15</b>	<b>15</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

		Origin / Destinations: N																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1994				
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
NAGOYA (AFB)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	0	-2	75	25	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	0	-1	88	1	8
<b>TOTAL NAGOYA (AFB)</b>					<b>17</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>0</b>	<b>-1</b>	<b>81</b>	<b>13</b>	<b>13</b>
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	63	25	13	0	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	38	38	25	0	0	0	0	20	56	16	9
	HEATHROW	KENYA AIRWAYS	S	A	27	0	0	44	15	22	15	4	0	35	52	29	23	
	HEATHROW	KENYA AIRWAYS	S	D	23	0	0	61	13	9	13	4	0	28	81	13	27	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	40	0	0	52	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	17	0	0	0	
<b>TOTAL NAIROBI</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>20</b>	<b>20</b>	
NANTES																		
	GATWICK	BRIT AIR	S	A	61	0	0	79	20	0	2	0	0	10	97	3	35	
	GATWICK	BRIT AIR	S	D	61	0	0	90	7	3	0	0	0	5	77	10	35	
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	22	0	6	82	5	5	5	0	5	29	26	29	19	
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	22	0	6	100	0	0	0	0	0	-5	95	-3	19	
<b>TOTAL NANTES</b>					<b>166</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>84</b>	<b>6</b>	<b>6</b>	
NAPLES																		
	GATWICK	AIR 2000	C	A	3	0	0	0	67	0	33	0	0	77	0	44	3	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	49	50	22	4	
	MANCHESTER	AIR 2000	C	A	3	0	1	0	0	67	33	0	0	53	33	60	3	
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	50	0	0	0	26	25	50	4	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	0	0	50	50	0	0	61	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	0	0	0	100	0	0	66	0	0	0	
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	0	25	75	0	0	79	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
NAPLES																	
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	0	33	33	0	33	0	0	42	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	33	0	47	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	9	75	13	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	36	27	18	18	0	43	33	38	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	73	0	9	18	0	30	78	9	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	47	0	54	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	43	0	48	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	28	0	37	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	6	50	22	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	50	0	10	30	10	53	56	18	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	70	0	0	20	10	40	67	7	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	82	15	2	2	0	4	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	89	2	8	2	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	25	38	38	0	0	25	33	36	6	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	25	25	50	0	0	26	67	9	6	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	29	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	40	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	0	33	67	165	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	79	0	0	0	
	MANCHESTER	SABENA	S	D	27	0	0	89	0	7	4	0	6	0	0	0	
<b>TOTAL NAPLES</b>					<b>276</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>12</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>24</b>	<b>24</b>
NASHVILLE METROPOLITAN																	
	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	74	16	6	0	3	0	11	100	-7	5
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	94	6	0	0	0	0	100	4	5	
<b>TOTAL NASHVILLE METROPOLITAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>-2</b>	<b>-2</b>
NASSAU																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	40	40	0	20	0	0	31	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NASSAU																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	0	25	50	0	0	51	0	0	0	
<b>TOTAL NASSAU</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	31	0	0	3	23	23	48	3	0	63	40	37	30	
	HEATHROW	AIR INDIA	S	D	31	0	0	0	3	35	55	6	0	94	3	98	30	
	HEATHROW	AMERICAN AIRLINES	S	A	182	0	3	59	24	12	4	1	0	16	67	14	139	
	HEATHROW	AMERICAN AIRLINES	S	D	183	0	3	89	5	3	3	0	0	6	90	2	144	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	-7	90	2	31	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	6	3	0	0	11	90	5	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	2	86	7	7	0	0	0	-6	68	10	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	2	86	10	3	0	0	0	4	81	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	185	0	0	85	6	6	2	1	0	3	73	11	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	186	0	0	90	5	2	2	1	0	6	85	3	155	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-16	72	43	29	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	94	6	0	0	0	0	4	83	12	29	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	69	0	15	8	8	0	31	38	20	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	46	15	23	8	8	0	38	38	18	13	
	HEATHROW	UNITED AIRLINES	S	A	92	0	1	76	11	9	3	1	0	8	53	24	62	
	HEATHROW	UNITED AIRLINES	S	D	92	0	1	90	8	2	0	0	0	0	81	11	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	56	0	3	52	25	14	9	0	0	21	52	29	44	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	57	0	2	81	7	7	5	0	0	9	84	6	45	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1303</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>13</b>	<b>13</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	0	0	6	0	11	65	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	10	0	0	0	0	3	87	4	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	30	0	1	77	10	7	7	0	0	12	55	20	31	
	GATWICK	CONTINENTAL AIRLINES	S	D	30	1	1	63	20	3	10	3	0	31	58	21	31	
	HEATHROW	EL AL	S	A	9	0	0	11	0	0	89	0	0	101	0	0	0	
	HEATHROW	EL AL	S	D	10	0	0	80	10	10	0	0	0	3	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
NEW YORK (NEWARK)																		
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	81	6	10	3	0	0	7	45	29	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	71	23	6	0	0	0	11	72	18	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	55	23	19	3	0	0	18	45	24	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	94	3	3	0	0	0	3	77	15	31	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>265</b>	<b>3</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>18</b>	<b>18</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	0	92	6	2	0	0	0	2	91	5	162	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	0	99	1	0	0	0	0	-4	92	3	162	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	1	100	0	0	0	0	0	-56	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	20	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	A	123	0	1	73	21	4	2	0	0	7	62	13	73	
	GATWICK	CITY FLYER EXPRESS	S	D	124	0	0	90	5	4	1	0	0	4	89	4	74	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	84	0	0	96	4	0	0	0	0	-4	99	-4	77	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	84	0	0	95	5	0	0	0	0	2	97	1	77	
	MANCHESTER	GILL AIRWAYS	S	A	61	1	2	75	18	2	3	2	0	14	90	5	78	
	MANCHESTER	GILL AIRWAYS	S	D	61	1	2	90	3	2	5	0	0	1	100	-4	78	
	STANSTED	KLM UK LTD	S	A	66	1	1	91	6	3	0	0	0	-5	89	1	73	
	STANSTED	KLM UK LTD	S	D	66	0	1	88	8	3	2	0	0	4	76	10	72	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	0	33	0	0	35	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	0	50	25	0	103	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>1013</b>	<b>14</b>	<b>10</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>5</b>	<b>5</b>	
NEWQUAY																		
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	67	1	0	96	3	0	1	0	0	-1	68	11	63	
<b>TOTAL NEWQUAY</b>					<b>67</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>68</b>	<b>11</b>	<b>11</b>	
NICE																		
	HEATHROW	AIR FRANCE	S	A	62	0	0	68	13	15	5	0	0	17	84	6	62	
	HEATHROW	AIR FRANCE	S	D	61	0	1	64	18	15	3	0	0	14	85	5	62	
	HEATHROW	BMI BRITISH MIDLAND	S	A	63	0	0	71	11	14	3	0	0	12	87	7	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	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)										
NICE																			
	HEATHROW	BMI	BRITISH MIDLAND	S	D	63	0	1	59	17	19	5	0	0	18	84	7	62	
	GATWICK	BRITISH AIRWAYS (EURO OPS)	LGW	S	A	18	0	0	56	28	6	11	0	0	24	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS)	LGW	S	D	18	0	0	72	11	11	6	0	0	19	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S	A	8	0	0	63	25	0	13	0	0	16	67	8	9	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S	D	8	0	0	63	13	25	0	0	0	15	56	16	9	
	HEATHROW	BRITISH AIRWAYS PLC		S	A	98	0	0	76	20	1	3	0	0	8	79	10	94	
	HEATHROW	BRITISH AIRWAYS PLC		S	D	98	0	0	61	24	12	2	0	0	15	82	10	95	
	MANCHESTER	BRITISH AIRWAYS PLC		S	A	4	0	0	50	0	50	0	0	0	24	75	11	4	
	MANCHESTER	BRITISH AIRWAYS PLC		S	D	4	0	0	75	0	25	0	0	0	5	50	23	4	
	GATWICK	EUROPEAN AIR CHARTER		C	A	3	1	1	33	0	33	33	0	0	43	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER		C	D	3	0	1	33	0	33	33	0	0	35	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER		C	A	2	0	2	0	50	0	50	0	0	89	100	9	1	
	MANCHESTER	EUROPEAN AIR CHARTER		C	D	2	0	2	50	0	0	50	0	0	77	0	40	1	
	STANSTED	KLM UK LTD		S	A	33	0	0	64	27	6	3	0	0	9	86	-3	35	
	STANSTED	KLM UK LTD		S	D	33	0	1	61	21	9	9	0	0	19	73	12	30	
<b>TOTAL NICE</b>						<b>595</b>	<b>1</b>	<b>10</b>	<b>64</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>10</b>	<b>10</b>	
NORWICH																			
NUREMBERG																			
	HEATHROW	LUFTHANSA		S	A	62	0	0	89	8	3	0	0	0	3	73	6	62	
	HEATHROW	LUFTHANSA		S	D	62	0	0	97	2	2	0	0	0	-2	89	-2	62	
<b>TOTAL NUREMBERG</b>						<b>125</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>1</b>	<b>81</b>	<b>2</b>	<b>2</b>	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
OLBIA																		
	GATWICK	MERIDIANA AIR	C	A	2	0	0	50	0	0	50	0	0	44	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	33	33	33	0	0	48	67	29	3	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	23	67	23	3	
<b>TOTAL OLBIA</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>67</b>	<b>26</b>	<b>26</b>	
OPORTO (PORTUGAL)																		
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	100	0	0	0	0	0	-6	97	-7	31	
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	100	0	0	0	0	0	-7	90	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	10	16	3	0	0	12	84	0	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	3	0	0	0	4	87	8	31	
	GATWICK	KLM UK LTD	C	A	2	0	1	50	0	50	0	0	0	14	0	0	0	
	GATWICK	KLM UK LTD	C	D	3	0	0	67	33	0	0	0	0	13	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>129</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>1</b>	<b>1</b>	
ORENBURG																		
ORLANDO																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	8	0	79	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	13	75	63	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	82	0	18	0	0	0	8	29	32	14	
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	69	15	15	0	0	0	14	79	18	14	
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	24	38	21	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	1	0	50	25	25	0	0	0	16	63	15	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	1	0	83	8	0	8	0	0	7	37	53	19	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	0	0	69	13	6	13	0	0	23	37	52	19	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	78	11	11	0	0	0	2	67	94	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	76	12	12	0	0	0	8	65	14	17	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	63	0	13	13	13	0	51	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	38	63	0	0	0	0	17	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	16	0	20	1	
	BIRMINGHAM	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	0	25	0	50	25	0	102	25	188	4	
	BIRMINGHAM	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	25	0	0	50	25	0	96	50	12	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ORLANDO																		
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	6	1	0	33	50	17	0	0	0	17	6	107	16	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	17	44	53	18	
	GLASGOW	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	0	0	25	50	25	0	106	0	0	0	
	GLASGOW	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	65	0	0	0	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	19	0	0	47	21	11	16	5	0	39	4	128	23	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	18	0	2	56	17	6	17	6	0	39	52	103	23	
	LUTON	MONARCH AIRLINES	C	A	5	0	3	80	20	0	0	0	0	2	100	-75	8	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	78	3	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	2	0	50	8	33	8	0	0	25	25	39	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	2	0	67	33	0	0	0	0	13	42	25	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	13	25	50	13	0	103	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	13	13	13	50	13	0	86	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	23	1	1	26	9	17	48	0	0	56	25	35	16	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	27	0	0	30	22	22	26	0	0	46	38	20	16	
	GATWICK	RICH INTERNATIONAL AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-83	0	0	0	
	GATWICK	RICH INTERNATIONAL AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-4	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	58	26	10	6	0	0	11	65	14	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	94	3	3	0	0	0	2	90	10	31	
<b>TOTAL ORLANDO</b>					<b>350</b>	<b>10</b>	<b>8</b>	<b>57</b>	<b>16</b>	<b>11</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>51</b>	<b>41</b>	<b>41</b>	
OSAKA (ITAMI)																		
OSAKA (KANSAI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	100	0	0	0	0	0	-14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	11	0	0	0	12	0	0	0	
	HEATHROW	JAPAN AIRLINES	S	A	18	0	0	67	28	6	0	0	0	5	0	0	0	
	HEATHROW	JAPAN AIRLINES	S	D	18	0	0	94	6	0	0	0	0	3	0	0	0	
<b>TOTAL OSAKA (KANSAI)</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
OSLO (FORNEBU)																		
	GATWICK	BRAATHENS ASA	S	A	39	0	0	95	5	0	0	0	0	-3	94	-1	32	
	GATWICK	BRAATHENS ASA	S	D	39	0	0	95	5	0	0	0	0	0	100	-1	32	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
OSLO (FORNEBU)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	27	0	0	96	4	0	0	0	0	1	85	7	26	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	27	0	0	78	11	11	0	0	0	8	52	21	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	91	2	6	1	0	0	1	93	-1	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	91	4	2	2	0	0	4	84	9	89	
	HEATHROW	SAS	S	A	114	0	1	81	17	2	1	0	0	7	89	4	113	
	HEATHROW	SAS	S	D	110	1	1	93	5	2	1	0	0	-1	91	-1	107	
	MANCHESTER	SAS	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL OSLO (FORNEBU)</b>					<b>543</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>3</b>	<b>3</b>	
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	30	1	1	60	33	3	3	0	0	15	58	12	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	68	29	3	0	0	0	12	29	25	31	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>31</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>18</b>	<b>18</b>	
OVDA																		
	HEATHROW	EL AL	S	A	9	0	0	100	0	0	0	0	0	-20	78	16	9	
	HEATHROW	EL AL	S	D	8	0	1	88	13	0	0	0	0	-1	71	6	7	
	GATWICK	EXCALIBUR AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	17	0	91	5	
<b>TOTAL OVDA</b>					<b>20</b>	<b>1</b>	<b>3</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>46</b>	<b>39</b>	<b>39</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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		GATWICK	EUROWINGS	LUFTVERKEHRS	S	A	31	0	0	16	42	42	0	0	0	27	31	19	16
		GATWICK	EUROWINGS	LUFTVERKEHRS	S	D	31	0	0	100	0	0	0	0	0	3	87	5	15
<b>TOTAL PADERBORN</b>							<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>11</b>	<b>11</b>
PALERMO		LUTON	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	1	0	0	67	33	0	0	62	0	0	0	
		LUTON	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	0	0	75	25	0	0	64	0	0	0	
		GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	0	66	1	
		GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	25	100	10	1	
<b>TOTAL PALERMO</b>						<b>15</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>13</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>232</b>	<b>232</b>	
PALMA DE MALLORCA		BIRMINGHAM	AIR 2000	C	A	19	0	3	79	0	16	5	0	0	6	65	17	17	
		BIRMINGHAM	AIR 2000	C	D	22	0	0	82	5	5	9	0	0	13	73	21	22	
		GATWICK	AIR 2000	C	A	26	0	1	62	12	8	19	0	0	20	52	59	31	
		GATWICK	AIR 2000	C	D	26	1	1	69	15	0	15	0	0	16	66	40	35	
		GLASGOW	AIR 2000	C	A	16	0	0	31	13	44	13	0	0	30	18	71	11	
		GLASGOW	AIR 2000	C	D	18	0	0	61	6	17	17	0	0	24	27	43	11	
		LUTON	AIR 2000	C	A	4	0	1	0	50	50	0	0	0	35	60	4	5	
		LUTON	AIR 2000	C	D	5	0	0	40	40	20	0	0	0	23	40	80	5	
		MANCHESTER	AIR 2000	C	A	43	0	6	44	21	23	12	0	0	24	50	43	34	
		MANCHESTER	AIR 2000	C	D	49	0	0	57	27	10	6	0	0	16	61	24	41	
		MANCHESTER	AIR EUROPA	C	A	10	0	2	40	20	20	20	0	0	28	25	36	8	
		MANCHESTER	AIR EUROPA	C	D	12	0	0	42	17	25	17	0	0	31	22	43	9	
		GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	0	67	0	0	33	0	0	57	0	35	1	
		GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	3	1	0	100	0	0	0	0	0	-4	0	40	1	
		MANCHESTER	AIRTOURS INTERNATIONAL	C	A	2	0	0	50	0	0	50	0	0	59	27	70	33	
		GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	0	50	50	0	0	0	28	0	0	0	
		GATWICK	AIRWORLD AVIATION LTD	C	D	4	1	1	75	0	25	0	0	0	13	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PALMA DE MALLORCA	GLASGOW	AIRWORLD AVIATION LTD	C	A	4	0	0	25	0	25	50	0	0	47	0	0	0
	GLASGOW	AIRWORLD AVIATION LTD	C	D	4	0	0	25	50	0	25	0	0	25	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	16	0	2	56	13	19	13	0	0	23	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	18	0	0	83	17	0	0	0	0	5	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	8	0	0	63	13	13	13	0	0	16	38	29	8
	GLASGOW	BMI BRITISH MIDLAND	C	D	11	0	0	91	0	9	0	0	0	0	75	15	8
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	65	23	6	6	0	0	15	65	19	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	94	3	3	0	0	0	0	84	5	31
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	50	50	0	0	0	0	9	100	-3	3
	MANCHESTER	BMI BRITISH MIDLAND	C	D	3	0	0	67	33	0	0	0	0	10	0	42	5
	MANCHESTER	BRITANNIA AB	C	A	2	1	0	50	0	0	50	0	0	65	0	0	0
	MANCHESTER	BRITANNIA AB	C	D	2	1	0	50	0	0	50	0	0	60	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	38	0	2	74	8	11	8	0	0	16	28	48	39
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	42	0	0	81	10	2	5	2	0	14	44	28	45
	GATWICK	BRITANNIA AIRWAYS	C	A	62	0	1	56	18	13	8	3	2	34	36	55	53
	GATWICK	BRITANNIA AIRWAYS	C	D	65	0	0	74	11	6	6	3	0	16	46	36	61
	GLASGOW	BRITANNIA AIRWAYS	C	A	23	0	0	30	30	30	9	0	0	26	13	72	24
	GLASGOW	BRITANNIA AIRWAYS	C	D	26	0	0	69	8	12	12	0	0	20	27	63	26
	LUTON	BRITANNIA AIRWAYS	C	A	22	1	3	86	5	9	0	0	0	6	40	32	20
	LUTON	BRITANNIA AIRWAYS	C	D	25	0	0	92	4	4	0	0	0	7	76	11	21
	MANCHESTER	BRITANNIA AIRWAYS	C	A	70	1	2	66	17	9	4	4	0	20	25	58	69
	MANCHESTER	BRITANNIA AIRWAYS	C	D	77	1	0	62	16	5	10	4	3	41	46	43	80
	STANSTED	BRITANNIA AIRWAYS	C	A	19	1	0	74	16	11	0	0	0	8	80	6	15
	STANSTED	BRITANNIA AIRWAYS	C	D	21	0	0	95	0	5	0	0	0	4	65	12	17
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	50	0	50	0	0	0	18	0	73	3
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	50	0	50	0	0	0	31	50	28	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	11	0	2	45	9	45	0	0	0	19	44	40	9
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	13	0	0	77	15	0	8	0	0	12	64	25	11
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	13	0	50	13	13	13	123	50	20	6
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	0	63	25	0	0	13	81	71	15	7

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
PALMA DE MALLORCA	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	0	100	0	0	107	0	94	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	25	27	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	67	22	0	11	0	0	7	50	20	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	10	0	0	80	10	10	0	0	0	11	57	31	7	
	GATWICK	CENTENNIAL AIRLINES	S	A	14	0	0	71	14	7	7	0	0	10	0	0	0	
	GATWICK	CENTENNIAL AIRLINES	S	D	14	0	0	71	14	7	7	0	0	12	0	0	0	
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	16	50	13	2	
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	25	0	50	0	25	0	90	0	0	0	
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	25	0	0	50	25	0	106	0	0	0	
	STANSTED	FUTURA AIRLINES	C	A	4	0	1	100	0	0	0	0	0	2	0	0	0	
	STANSTED	FUTURA AIRLINES	C	D	5	0	0	80	0	0	20	0	0	13	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	40	0	112	4	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	3	50	17	2	
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	0	0	17	33	33	17	0	103	17	75	6	
	GATWICK	LEISURE INTERNATIONAL	C	D	6	0	0	17	33	0	50	0	0	74	14	52	7	
	STANSTED	LEISURE INTERNATIONAL	C	A	9	0	0	56	0	22	22	0	0	33	50	65	8	
	STANSTED	LEISURE INTERNATIONAL	C	D	9	0	0	78	11	0	11	0	0	14	50	29	8	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	16	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	19	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	32	0	0	56	13	13	16	3	0	30	36	40	36	
	GATWICK	MONARCH AIRLINES	C	D	32	0	0	72	13	3	13	0	0	15	46	31	39	
	LUTON	MONARCH AIRLINES	C	A	7	0	0	43	0	14	29	14	0	60	50	37	10	
	LUTON	MONARCH AIRLINES	S	A	9	0	0	33	22	22	22	0	0	41	33	41	9	
	LUTON	MONARCH AIRLINES	C	D	8	0	0	50	13	13	25	0	0	44	85	21	13	
	LUTON	MONARCH AIRLINES	S	D	9	0	0	67	11	11	11	0	0	20	67	17	9	
	MANCHESTER	MONARCH AIRLINES	C	A	29	0	3	48	17	28	7	0	0	17	32	40	37	
	MANCHESTER	MONARCH AIRLINES	C	D	33	0	0	55	18	12	15	0	0	22	39	33	41	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	0	50	25	0	100	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	75	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	16	0	0	63	13	0	25	0	0	4	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1994					
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
PALMA DE MALLORCA	GATWICK	MY TRAVEL AIRWAYS UK	C	D	17	0	0	76	6	0	18	0	0	28	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	12	0	0	0	8	42	50	0	0	74	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	13	0	0	31	8	38	23	0	0	37	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	55	1	3	31	5	18	33	13	0	79	67	1	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	57	1	1	32	7	16	33	11	2	83	62	-4	13
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	11	0	1	0	9	27	55	0	9	107	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	12	0	0	8	17	25	42	8	0	83	0	0	0
	GLASGOW	OASIS INTERNATIONAL	C	A	3	1	0	33	0	33	33	0	0	39	0	68	2
	GLASGOW	OASIS INTERNATIONAL	C	D	4	0	0	25	50	0	25	0	0	43	0	61	2
	MANCHESTER	OASIS INTERNATIONAL	C	A	5	0	0	20	0	20	40	0	20	125	10	126	10
	MANCHESTER	OASIS INTERNATIONAL	C	D	5	0	0	20	0	20	40	0	20	140	0	176	10
	BIRMINGHAM	SPANAIR	C	A	15	1	1	80	7	7	7	0	0	7	50	24	12
	BIRMINGHAM	SPANAIR	C	D	17	1	0	53	24	12	12	0	0	22	58	18	12
	GLASGOW	SPANAIR	C	A	15	0	0	60	7	20	13	0	0	20	22	81	18
	GLASGOW	SPANAIR	C	D	17	0	0	47	12	29	12	0	0	25	19	92	21
	MANCHESTER	SPANAIR	C	A	11	0	0	45	9	18	27	0	0	35	33	109	18
	MANCHESTER	SPANAIR	C	D	12	0	0	42	8	8	42	0	0	43	22	115	23
	GATWICK	TRANSAER	C	A	3	0	0	33	33	33	0	0	0	30	0	0	0
	GATWICK	TRANSAER	C	D	3	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	TRANSAER	C	A	2	0	0	100	0	0	0	0	0	-27	0	0	0
	MANCHESTER	TRANSAER	C	D	2	0	1	100	0	0	0	0	0	-6	0	0	0
	HEATHROW	VIVA	S	A	31	0	0	87	6	3	3	0	0	6	84	8	31
	HEATHROW	VIVA	S	D	31	0	0	94	3	0	3	0	0	-2	87	6	31
	MANCHESTER	VIVA	C	A	4	0	0	25	75	0	0	0	0	16	0	0	0
	MANCHESTER	VIVA	C	D	4	0	0	25	25	50	0	0	0	27	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>1610</b>	<b>18</b>	<b>43</b>	<b>59</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>45</b>	<b>45</b>	<b>45</b>
PAPHOS	BIRMINGHAM	AIR 2000	S	A	5	0	0	40	20	20	0	0	20	113	50	21	4
	BIRMINGHAM	AIR 2000	S	D	5	0	0	40	40	20	0	0	0	19	75	11	4
	GATWICK	AIR 2000	S	A	21	0	0	71	10	14	0	5	0	13	67	7	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1994			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
PAPHOS	GATWICK	AIR 2000	S	D	23	0	0	65	9	22	0	4	0	23	44	15	9	
	GLASGOW	AIR 2000	C	A	5	0	0	20	20	20	40	0	0	40	25	51	4	
	GLASGOW	AIR 2000	C	D	5	0	0	20	0	40	40	0	0	50	25	56	4	
	LUTON	AIR 2000	C	A	5	0	0	60	0	40	0	0	0	12	25	51	4	
	LUTON	AIR 2000	C	D	5	0	0	60	20	0	0	0	20	107	25	35	4	
	MANCHESTER	AIR 2000	C	A	13	0	0	85	0	0	15	0	0	10	0	79	4	
	MANCHESTER	AIR 2000	C	D	13	0	0	54	23	8	15	0	0	30	75	9	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	6	75	6	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	14	100	7	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	36	60	14	5	
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	54	23	8	15	0	0	26	67	13	12	
	LUTON	BRITANNIA AIRWAYS	C	D	13	0	0	38	38	8	15	0	0	35	75	15	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	16	0	0	69	13	6	13	0	0	13	58	16	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	56	11	6	22	6	0	37	50	19	12	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	40	40	0	0	51	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	53	0	0	0	
	LUTON	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	25	0	25	0	74	0	39	1	
	LUTON	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	59	0	32	1	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	29	100	-37	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-24	100	-7	4	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	4	0	0	75	0	25	0	0	0	17	0	42	5	
	GATWICK	CYPRUS AIRWAYS	S	A	15	0	0	53	20	13	13	0	0	29	81	2	16	
	GATWICK	CYPRUS AIRWAYS	S	D	15	0	0	20	27	33	20	0	0	41	31	31	16	
	HEATHROW	CYPRUS AIRWAYS	S	A	10	0	0	30	30	30	0	0	10	60	90	-1	10	
	HEATHROW	CYPRUS AIRWAYS	S	D	10	0	0	40	20	30	0	0	10	55	60	18	10	
	MANCHESTER	CYPRUS AIRWAYS	S	A	5	0	0	80	0	0	20	0	0	10	60	15	5	
	MANCHESTER	CYPRUS AIRWAYS	S	D	5	0	0	40	20	20	20	0	0	31	20	51	5	
	LUTON	MONARCH AIRLINES	C	A	11	1	1	73	18	0	9	0	0	3	80	-9	5	
	LUTON	MONARCH AIRLINES	C	D	13	0	0	62	15	15	8	0	0	17	80	2	5	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: P				PERCENTAGE OF FLIGHTS LATE							MAY 1994			
				CHARTER/ SCHED		NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						ARR/ DEP	MATCHED											UNMATCHED
						Actual (7)	Plan (8)											
PAPHOS		MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	11	11	67	11	0	0	46	23	86	13
		MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	34	31	78	13
<b>TOTAL PAPHOS</b>						<b>312</b>	<b>2</b>	<b>1</b>	<b>54</b>	<b>15</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>51</b>	<b>34</b>	<b>34</b>
PARIS (CHARLES DE GAULLE)		GATWICK	AIR AFRIQUE	S	A	4	0	0	75	0	0	25	0	0	25	0	0	0
		GATWICK	AIR AFRIQUE	S	D	5	0	0	0	0	20	80	0	0	86	0	0	0
		BIRMINGHAM	AIR FRANCE	S	A	77	0	0	99	0	1	0	0	0	-1	97	-2	75
		BIRMINGHAM	AIR FRANCE	S	D	77	0	0	96	1	3	0	0	0	3	97	3	74
		HEATHROW	AIR FRANCE	S	A	237	0	0	81	13	3	2	0	0	9	87	4	356
		HEATHROW	AIR FRANCE	S	D	238	0	0	89	6	3	1	0	0	2	94	-2	356
		HEATHROW	AIR FRANCE	C	D	2	1	4	100	0	0	0	0	0	-8	0	28	1
		MANCHESTER	AIR FRANCE	S	A	104	0	0	84	13	4	0	0	0	1	95	-3	102
		MANCHESTER	AIR FRANCE	S	D	104	0	0	92	5	2	1	0	0	3	95	1	101
		GATWICK	AIR OPERATIONS EUROPE	C	A	3	0	0	33	0	0	67	0	0	82	0	0	0
		GATWICK	AIR OPERATIONS EUROPE	C	D	3	0	0	100	0	0	0	0	0	9	0	0	0
		GLASGOW	BMI BRITISH MIDLAND	S	A	52	0	0	83	12	2	4	0	0	8	98	-1	47
		GLASGOW	BMI BRITISH MIDLAND	S	D	50	0	0	90	8	2	0	0	0	6	95	2	41
		HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	0	95	3	1	0	0	0	0	92	2	243
		HEATHROW	BMI BRITISH MIDLAND	S	D	244	0	0	98	1	0	0	0	0	-3	93	1	243
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	173	0	0	93	5	2	1	0	0	1	90	4	168
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	173	0	1	90	8	2	0	0	0	4	91	4	168
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	164	0	0	91	5	2	1	0	0	-1	95	-3	104
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	164	0	0	94	4	1	1	0	0	3	96	0	131
		GLASGOW	BRITISH AIRWAYS PLC	S	A	48	0	0	81	13	4	2	0	0	10	98	-11	49
		GLASGOW	BRITISH AIRWAYS PLC	S	D	49	0	0	96	4	0	0	0	0	3	98	0	44
		HEATHROW	BRITISH AIRWAYS PLC	S	A	243	0	0	94	5	1	0	0	0	-2	89	1	301
		HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	1	100	0	0	0	0	0	-9	100	5	2
		HEATHROW	BRITISH AIRWAYS PLC	S	D	244	0	0	96	2	2	0	0	0	0	93	0	302

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PARIS (CHARLES DE GAULLE)	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	12	100	3	2
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	136	0	1	96	4	0	0	0	0	-4	97	-1	135
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	136	0	1	92	4	4	0	0	0	2	76	7	136
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	50	25	25	0	0	0	20	0	0	0
	GATWICK	CAMEROON AIRLINES	S	D	4	0	1	50	0	25	25	0	0	17	0	0	0
	LUTON	CITY FLYER EXPRESS	S	A	88	0	3	94	2	2	1	0	0	-4	94	-3	102
	LUTON	CITY FLYER EXPRESS	S	D	88	0	3	94	3	2	0	0	0	-2	97	-3	102
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	0	100	0	0	99	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	0	100	0	0	96	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3191</b>	<b>4</b>	<b>19</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>1</b>	<b>1</b>
PARIS (ORLY)	HEATHROW	AIR FRANCE	S	A	119	0	0	92	6	0	2	0	0	5	0	0	0
	HEATHROW	AIR FRANCE	S	D	119	0	0	92	5	2	1	0	0	2	0	0	0
	GATWICK	AIR LIB	S	A	53	0	1	77	15	2	6	0	0	12	0	0	0
	GATWICK	AIR LIB	S	D	53	0	0	85	9	4	2	0	0	7	0	0	0
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	83	0	6	88	7	2	2	0	0	2	86	6	58
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	83	0	6	88	5	4	4	0	0	5	95	1	58
	HEATHROW	BMI BRITISH MIDLAND	S	A	120	0	0	92	7	2	0	0	0	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	91	8	1	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	91	5	2	2	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	86	9	5	0	0	0	3	0	0	0
	STANSTED	KLM UK LTD	S	A	118	0	0	91	7	1	2	0	0	-4	0	0	0
	STANSTED	KLM UK LTD	S	D	118	2	0	85	9	3	3	0	0	7	0	0	0
<b>TOTAL PARIS (ORLY)</b>					<b>1104</b>	<b>6</b>	<b>16</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>5</b>
PAU																	
PERPIGNAN																	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

		Origin / Destinations: P																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAY 1994				
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
PERPIGNAN																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	5	0	0	80	0	20	0	0	0	0	12	100	7	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	5	0	0	20	60	20	0	0	0	20	60	14	5	
<b>TOTAL PERPIGNAN</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>16</b>	<b>80</b>	<b>11</b>	<b>11</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	97	2	0	2	0	0	-8	87	-5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	84	10	3	3	0	0	9	68	13	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>123</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>0</b>	<b>81</b>	<b>3</b>	<b>3</b>	
PHUKET																		
	GATWICK	AIR 2000	C	A	4	0	0	25	0	25	50	0	0	46	0	0	0	
<b>TOTAL PHUKET</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PISA																		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	9	0	0	33	22	22	22	0	0	38	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	9	0	3	33	22	33	11	0	0	35	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	100	0	0	0	42	50	36	2	
	GLASGOW	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	11	50	30	2	
	MANCHESTER	BRITANNIA AB	C	A	2	0	0	0	50	0	50	0	0	70	0	0	0	
	MANCHESTER	BRITANNIA AB	C	D	2	0	0	0	0	0	100	0	0	86	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	89	9	3	0	0	0	7	68	23	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	86	14	0	0	0	0	5	74	14	31	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	0	50	0	0	38	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	0	50	0	0	64	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	0	0	67	0	33	0	139	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	0	100	0	0	0	39	0	0	0	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	-1	22	37	9	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	1	8	
	GATWICK	EXCALIBUR AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	18	60	39	10	
	GATWICK	EXCALIBUR AIRWAYS	C	D	3	0	0	33	67	0	0	0	0	10	55	99	11	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	23	0	105	3	
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	3	0	0	0	67	33	0	0	0	30	0	68	3	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	33	33	0	33	0	0	49	45	29	11	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	0	40	0	0	34	100	-2	11	
	GATWICK	RYANAIR	C	A	2	0	0	0	0	100	0	0	0	53	0	0	0	
	GATWICK	RYANAIR	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	3	0	0	0	0	33	67	0	0	97	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	3	0	0	0	0	33	67	0	0	87	0	0	0	
<b>TOTAL PISA</b>					<b>157</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>15</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>31</b>	<b>31</b>	
PITTSBURGH																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	65	19	6	10	0	0	17	80	6	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	0	3	81	12	31	
<b>TOTAL PITTSBURGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>9</b>	
PLYMOUTH																		
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	108	1	0	79	18	4	0	0	0	9	47	21	98	
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	41	0	0	93	7	0	0	0	0	-5	66	11	35	
<b>TOTAL PLYMOUTH</b>					<b>149</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>5</b>	<b>52</b>	<b>18</b>	<b>18</b>	
POITIERS																		
PONTOISE																		
	GATWICK	AIGLE AZUR	S	A	44	0	0	98	2	0	0	0	0	2	98	9	40	
	GATWICK	AIGLE AZUR	S	D	44	0	0	95	5	0	0	0	0	-1	98	1	40	
<b>TOTAL PONTOISE</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>98</b>	<b>5</b>	<b>5</b>	
PORLAMAR																		
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	0	0	0	50	0	109	0	0	0	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-13	0	0	0	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
PORT HARCOURT																		
PORT OF SPAIN																		
	HEATHROW	BWIA	S	A	26	0	0	77	8	15	0	0	0	-1	42	54	26	
	HEATHROW	BWIA	S	D	26	0	0	69	27	0	4	0	0	13	65	68	26	
<b>TOTAL PORT OF SPAIN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>47</b>	<b>47</b>	
POZNAN																		
PRAGUE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	13	2	0	0	0	74	8	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	94	2	3	2	0	3	84	8	62		
	HEATHROW	CSA	S	A	58	0	0	47	22	17	14	0	26	53	20	58		
	HEATHROW	CSA	S	D	58	0	0	83	9	7	2	0	7	93	-1	57		
	MANCHESTER	CSA	S	A	14	0	0	86	14	0	0	0	-2	100	-10	14		
	MANCHESTER	CSA	S	D	14	0	0	100	0	0	0	0	-4	100	-2	14		
<b>TOTAL PRAGUE</b>					<b>268</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>8</b>	<b>8</b>	
PRESTWICK																		
PREVEZA																		
	GATWICK	AIR 2000	C	A	5	0	0	80	0	0	0	20	0	45	100	-11	4	
	GATWICK	AIR 2000	C	D	5	0	0	60	20	0	0	20	0	66	75	4	4	
	MANCHESTER	AIR 2000	C	A	4	0	1	0	25	0	75	0	0	56	0	0	0	
	MANCHESTER	AIR 2000	C	D	5	0	0	40	40	20	0	0	18	0	0	0		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	3	1	0	0	0	0	67	33	0	164	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	5	0	0	0	0	20	40	40	0	135	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	11	33	43	3		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	5	50	20	4		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	0	0	50	0	140	40	32	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	0	25	25	0	92	80	30	5	
	GATWICK	GB AIRWAYS LTD	C	A	3	0	0	0	0	67	0	33	0	125	67	9	3	
	GATWICK	GB AIRWAYS LTD	C	D	3	0	0	33	0	33	0	33	0	87	33	27	3	
	GATWICK	MONARCH AIRLINES	C	A	7	0	1	43	29	29	0	0	19	0	0	0		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PREVEZA																	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	0	25	0	0	0	11	0	0	0
	MANCHESTER	TRANSAER	C	A	3	0	1	33	33	0	0	33	0	97	100	3	3
	MANCHESTER	TRANSAER	C	D	4	0	0	50	0	25	0	0	25	100	100	7	4
<b>TOTAL PREVEZA</b>					<b>75</b>	<b>1</b>	<b>3</b>	<b>41</b>	<b>15</b>	<b>13</b>	<b>11</b>	<b>17</b>	<b>3</b>	<b>73</b>	<b>61</b>	<b>22</b>	<b>22</b>
PUERTO PLATA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	71	0	14	14	0	0	12	67	10	3
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	21	60	21	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	57	14	14	0	14	0	35	25	143	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	22	11	0	0	34	0	65	4
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	13	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	20	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	9	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	9	75	2	4
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	100	5	5
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PUERTO PLATA</b>					<b>49</b>	<b>2</b>	<b>2</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>35</b>	<b>35</b>
PUERTO VALLARTA																	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	36	0	0	0
<b>TOTAL PUERTO VALLARTA</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
PULA																	
	MANCHESTER	CROATIA AIRLINES	C	A	3	0	1	67	0	0	0	33	0	65	0	0	0
	MANCHESTER	CROATIA AIRLINES	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	FLIGHTLINE LTD	C	A	3	0	1	33	33	33	0	0	0	16	50	5	2
	GATWICK	FLIGHTLINE LTD	C	D	3	1	1	67	33	0	0	0	0	15	100	4	3
<b>TOTAL PULA</b>					<b>12</b>	<b>1</b>	<b>3</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>83</b>	<b>2</b>	<b>2</b>
PUNTA CANA																	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	22	0	0	0
<b>TOTAL PUNTA CANA</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					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
						MATCHED	Plan (8)										
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	52	32	16	0	0	0	13	60	12	5
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	87	10	0	3	0	0	7	80	0	5
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>6</b>	<b>6</b>
REIMS																	
RENNES	GATWICK	BRIT AIR	S	A	50	0	0	96	2	2	0	0	0	1	96	3	45
	GATWICK	BRIT AIR	S	D	50	0	0	94	6	0	0	0	0	2	94	4	53
<b>TOTAL RENNES</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>4</b>	<b>4</b>
REUS																	
	GATWICK	AIR 2000	C	A	4	0	1	75	25	0	0	0	0	-5	0	0	0
	GATWICK	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	7	0	0	0
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-23	25	73	4
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-2	40	59	5
	MANCHESTER	AIR 2000	C	A	12	0	1	50	25	17	8	0	0	20	0	101	4
	MANCHESTER	AIR 2000	C	D	14	0	0	36	29	21	14	0	0	26	0	84	7
	MANCHESTER	AIRTOURS INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	-7	60	34	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	2	63	25	0	13	0	0	18	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	10	0	0	60	10	20	10	0	0	20	0	0	0
	MANCHESTER	BRITANNIA AB	C	A	2	0	0	0	0	50	50	0	0	65	0	0	0
	MANCHESTER	BRITANNIA AB	C	D	2	0	0	0	0	0	100	0	0	121	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	29	0	91	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	18	25	69	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	21	0	78	4
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	44	22	0	0	0	19	0	78	5
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	27	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	34	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	23	25	49	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	24	25	47	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	15	0	0	60	7	20	7	7	0	25	38	71	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
REUS	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	67	0	6	22	6	0	40	33	61	9
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	12	0	2	92	0	8	0	0	0	5	86	3	7
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	73	20	7	0	0	0	9	60	13	10
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	1	100	0	0	0	0	0	-11	55	23	11
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	100	0	0	0	0	0	-4	36	46	14
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	1	25	0	0	75	0	0	85	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	83	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	2	23	23	8	46	0	0	65	0	46	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	1	0	27	7	7	47	13	0	80	0	71	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	42	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	50	50	0	0	64	0	0	0
	GLASGOW	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	5	50	133	4
	GLASGOW	SPANAIR	C	D	5	0	0	100	0	0	0	0	0	5	80	30	5
<b>TOTAL REUS</b>					<b>247</b>	<b>1</b>	<b>10</b>	<b>57</b>	<b>15</b>	<b>11</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>41</b>	<b>44</b>	<b>44</b>
REYKJAVIK	GLASGOW	ICELANDAIR	S	D	2	0	0	50	0	50	0	0	0	1	100	5	1
<b>TOTAL REYKJAVIK</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>-8</b>	<b>-8</b>
RHODES	BIRMINGHAM	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	-2	33	35	3
	BIRMINGHAM	AIR 2000	C	D	4	0	1	50	25	0	25	0	0	30	75	13	4
	GATWICK	AIR 2000	C	A	9	0	1	0	0	44	56	0	0	69	33	36	9
	GATWICK	AIR 2000	C	D	11	0	0	27	18	45	9	0	0	32	50	13	8
	GLASGOW	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	5	0	39	3
	GLASGOW	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	9	100	1	4
	MANCHESTER	AIR 2000	C	A	7	0	2	29	29	29	14	0	0	36	15	54	13
	MANCHESTER	AIR 2000	C	D	10	0	0	70	10	20	0	0	0	7	67	25	12
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	3	1	0	0	33	67	0	0	0	33	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
RHODES																			
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	3	1	0	100	0	0	0	0	0	7	0	0	0		
	GATWICK	AIRTOURS INTERNATIONAL	C	A	2	0	0	0	0	0	50	50	0	165	0	56	8		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	20	0	40	40	0	0	62	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0		
	MANCHESTER	BRITANNIA AB	C	A	4	0	1	0	0	0	100	0	0	94	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	1	100	0	0	0	0	0	-7	86	7	7		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	-1	56	18	9		
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	59	12	12	18	0	0	22	9	63	23		
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	50	33	6	11	0	0	19	50	34	28		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	75	0	25	0	0	37	75	-4	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	12	100	3	5		
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	1	0	0	33	67	0	0	66	33	61	3		
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	40	20	0	0	45	50	31	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	8	17	8	50	8	8	117	23	95	13		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	29	7	21	36	0	7	91	69	16	13		
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	-3	75	6	4		
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	3	5		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	22	11	11	44	0	11	149	0	67	4		
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	11	44	33	0	0	11	129	50	38	4		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	0	33	0	67	0	0	0	29	25	61	8		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-3	40	25	10		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	0	100	0	0	68	0	150	1		
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	1	75	25	0	0	0	0	-31	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	30	10	10	50	0	0	46	0	74	5		
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	64	27	9	0	0	0	9	40	30	5		
	LUTON	MONARCH AIRLINES	C	A	4	0	1	0	0	75	25	0	0	54	100	-20	3		
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	22	100	1	4		
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	50	0	33	17	0	0	32	33	44	6		
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	0	50	50	0	0	0	32	50	33	6		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
RHODES																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	23	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	25	13	50	13	0	78	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	13	13	0	0	30	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	0	33	67	0	210	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	50	50	0	164	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	0	50	38	0	0	53	0	285	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	25	25	25	0	0	38	0	110	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	33	33	0	0	40	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	35	0	0	0	
<b>TOTAL RHODES</b>					<b>308</b>	<b>3</b>	<b>12</b>	<b>40</b>	<b>16</b>	<b>19</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>46</b>	<b>39</b>	<b>48</b>	<b>48</b>	
RIGA																		
	GATWICK	BALTIC INTERNATIONAL AIRLINES	S	A	29	1	2	69	21	0	7	3	0	27	75	10	20	
	GATWICK	BALTIC INTERNATIONAL AIRLINES	S	D	30	0	1	87	0	0	10	3	0	18	90	9	20	
	GATWICK	RIGA AIRLINES EXPRESS	S	A	18	0	0	50	28	6	17	0	0	29	0	0	0	
	GATWICK	RIGA AIRLINES EXPRESS	S	D	18	0	0	67	6	17	11	0	0	27	0	0	0	
<b>TOTAL RIGA</b>					<b>95</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>13</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>10</b>	<b>10</b>	
RIMINI																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	56	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	25	25	0	0	43	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	0	48	50	22	8	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	20	0	65	67	9	9	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	1	75	25	0	0	0	0	9	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	2	0	0	0	
<b>TOTAL RIMINI</b>					<b>36</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>19</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>45</b>	<b>41</b>	<b>41</b>	
RIO DE JANEIRO (GALEAO)																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
RIO DE JANEIRO (GALEAO)	HEATHROW	VARIG	S	A	9	0	0	56	11	11	11	11	0	48	88	15	8
	HEATHROW	VARIG	S	D	8	0	0	63	38	0	0	0	0	10	67	7	9
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>76</b>	<b>11</b>	<b>11</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-8	56	12	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	100	0	0	0	0	0	-1	88	7	8
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	8	0	0	75	0	13	13	0	0	18	50	20	4
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	75	0	0	25	0	0	23	50	16	4
<b>TOTAL RIYADH</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>12</b>	<b>12</b>
ROME (CIAMPINO)	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	9	0	0	33	44	11	11	0	0	21	89	-2	9
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	-1	100	-6	9
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	33	22	11	0	0	30	57	16	14
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	11	0	0	0	13	62	18	13
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	4	0	0	25	0	25	0	50	0	114	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	4	1	0	50	25	0	0	25	0	9	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>					<b>47</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>28</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>10</b>	<b>10</b>
ROME (FIUMICINO)	HEATHROW	AIR FRANCE	S	A	26	0	1	46	31	12	12	0	0	26	0	0	0
	HEATHROW	AIR FRANCE	S	D	27	0	0	52	37	7	4	0	0	15	0	0	0
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	30	0	1	87	3	7	3	0	0	8	0	0	0
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	30	0	1	77	10	13	0	0	0	11	86	6	7
	HEATHROW	ALITALIA	S	A	152	0	0	64	22	10	4	1	0	15	75	10	124
	HEATHROW	ALITALIA	S	D	151	0	1	75	18	5	2	0	0	8	86	7	124
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	42	32	26	0	0	0	18	71	12	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	84	10	6	0	0	0	8	84	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	79	14	3	4	0	0	8	74	10	123

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ROME (FIUMICINO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	90	5	2	4	0	0	7	79	10	123	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	1	92	4	0	4	0	0	1	100	-8	4	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	0	56	41	4	0	0	0	13	75	4	4	
	MANCHESTER	SABENA	S	A	79	0	2	68	19	9	4	0	0	13	0	0	0	
	MANCHESTER	SABENA	S	D	48	0	2	73	10	4	6	6	0	29	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>					<b>906</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>12</b>	
ROSKILDE																		
ROTTERDAM																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	93	4	0	0	4	0	11	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	63	33	0	4	0	0	14	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	A	105	0	0	70	24	6	0	0	0	11	71	11	102	
	GATWICK	CITY FLYER EXPRESS	S	D	105	0	0	94	5	1	0	0	0	4	84	7	103	
	HEATHROW	KLM	S	A	127	1	8	80	12	6	3	0	0	9	80	13	125	
	HEATHROW	KLM	S	D	127	0	8	87	3	6	2	1	0	5	84	5	126	
<b>TOTAL ROTTERDAM</b>					<b>518</b>	<b>1</b>	<b>16</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SALONIKA	GATWICK	AIR 2000	C	A	3	0	0	67	0	0	33	0	0	44	75	4	4
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	33	75	30	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	3	0	1	0	67	33	0	0	0	32	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	MANCHESTER	BRITANNIA AB	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	3	43	36	7
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	10	0	0	90	10	0	0	0	0	3	56	14	9
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	25	38	0	38	0	0	62	13	78	8
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	50	20	0	30	0	0	42	44	32	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	24	60	24	5
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	63	0	95	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	0	57	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	42	25	25	8	0	0	31	50	50	10
	MANCHESTER	BRITANNIA AIRWAYS	C	D	15	0	0	67	20	7	7	0	0	17	54	22	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	6	0	0	0	-1	90	-4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	-1	97	2	30
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	33	33	0	0	0	33	156	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	80	0	20	0	0	0	12	75	58	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	0	0	100	0	0	118	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	78	0	0	0
<b>TOTAL SALONIKA</b>					<b>176</b>	<b>1</b>	<b>3</b>	<b>70</b>	<b>11</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>57</b>	<b>35</b>	<b>35</b>
SALZBURG	MANCHESTER	AIR 2000	C	A	2	0	1	100	0	0	0	0	0	0	20	29	5
	MANCHESTER	AIR 2000	C	D	2	0	1	50	50	0	0	0	0	16	0	57	5
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	0	50	0	50	0	0	53	100	-7	1
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	67	100	1	1
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	2	25	50	25	0	0	0	19	25	25	4
	GATWICK	EXCALIBUR AIRWAYS	C	D	7	0	0	71	14	0	0	14	0	52	100	4	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SALZBURG																	
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-4	0	0	0
	GATWICK	LAUDA-AIR	S	A	31	0	0	68	19	10	0	3	0	20	0	0	0
	GATWICK	LAUDA-AIR	S	D	31	0	0	81	13	0	3	3	0	18	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	3	0	1	100	0	0	0	0	0	-14	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	18	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	1	60	0	20	20	0	0	23	20	58	5
	GATWICK	LEISURE INTERNATIONAL	C	D	6	0	1	33	17	0	50	0	0	45	0	67	5
	GLASGOW	LEISURE INTERNATIONAL	C	A	2	1	0	50	0	50	0	0	0	7	0	64	4
	GLASGOW	LEISURE INTERNATIONAL	C	D	2	1	0	50	50	0	0	0	0	12	20	54	5
	MANCHESTER	LEISURE INTERNATIONAL	C	A	9	0	2	89	0	0	11	0	0	-7	14	233	7
	MANCHESTER	LEISURE INTERNATIONAL	C	D	11	0	0	82	0	9	9	0	0	8	13	73	8
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	100	0	0	0	0	25	0	26	1
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	33	50	20	2
<b>TOTAL SALZBURG</b>					<b>130</b>	<b>4</b>	<b>10</b>	<b>69</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>31</b>	<b>57</b>	<b>57</b>
SAMOS																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	87	25	65	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	15	40	47	5
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	0	34	0	47	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	11	33	21	6
<b>TOTAL SAMOS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>40</b>	<b>40</b>
SAN ANDRES ISLAND																	
SAN FRANCISCO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	13	5	6	0	0	12	87	7	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	13	5	0	0	0	7	74	15	62
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	52	19	13	13	3	0	31	58	25	40
	HEATHROW	UNITED AIRLINES	S	D	30	0	1	77	17	3	3	0	0	11	78	11	40
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	1	1	70	11	7	11	0	0	19	64	28	14
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	64	18	11	7	0	0	19	80	31	15
<b>TOTAL SAN FRANCISCO</b>					<b>240</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>17</b>	<b>17</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SAN JUAN (PUERTO RICO)																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	3	20	29	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	9	50	9	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	9	50	7	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	20	0	0	0	4	80	62	5	5
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	2	25	124	4	4
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>46</b>	<b>46</b>	
SANAA																	
	GATWICK	YEMENIA	S	A	9	0	0	22	0	22	56	0	0	71	100	8	1
	GATWICK	YEMENIA	S	D	9	0	0	0	33	0	67	0	0	81	100	-2	1
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>100</b>	<b>3</b>	<b>3</b>
SANTIAGO DE CHILE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	7	60	32	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	-2	100	-1	9	9
<b>TOTAL SANTIAGO DE CHILE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>17</b>	<b>17</b>	
SANTIAGO DE COMPOSTELA																	
	GATWICK	IBERIA	S	A	31	0	0	94	6	0	0	0	-10	100	-20	31	31
	GATWICK	IBERIA	S	D	31	0	0	94	6	0	0	0	0	97	-1	31	31
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</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>-5</b>	<b>98</b>	<b>-10</b>	<b>-10</b>	
SANTO DOMINGO																	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	41	0	29	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	40	67	9	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	43	0	53	1
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	6	0	0	0
<b>TOTAL SANTO DOMINGO</b>					<b>14</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>31</b>	<b>31</b>
SAO PAULO (GUARULHOS)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	5	33	10	3
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	-4	100	-7	4	4
	HEATHROW	VARIG	S	A	4	0	0	25	25	25	25	0	0	39	83	-3	6
	HEATHROW	VARIG	S	D	5	0	0	40	40	0	20	0	0	42	50	22	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SAO PAULO (GUARULHOS)																	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>4</b>	<b>4</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	13	0	0	0	9	81	-1	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	13	3	0	0	0	7	81	4	31
<b>TOTAL SEATTLE (TACOMA)</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>8</b>	<b>76</b>	<b>4</b>	<b>4</b>	
SEOUL (KIMPO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	1	60	13	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	11	0	0	0	11	88	4	8
	HEATHROW	KOREAN AIR	S	A	14	0	0	57	36	7	0	0	0	13	69	9	13
	HEATHROW	KOREAN AIR	S	D	14	0	0	100	0	0	0	0	0	2	92	1	13
<b>TOTAL SEOUL (KIMPO)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>7</b>	<b>7</b>	
SEVILLE																	
	HEATHROW	IBERIA	S	A	31	0	0	81	10	6	3	0	0	0	97	-9	31
	HEATHROW	IBERIA	S	D	31	0	0	87	10	0	3	0	0	-1	97	-5	31
<b>TOTAL SEVILLE</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>-6</b>	<b>-6</b>	
SEYCHELLES																	
	GATWICK	AIR SEYCHELLES	S	A	9	0	0	67	11	11	11	0	0	23	89	3	9
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	67	22	0	11	0	0	26	89	1	9
<b>TOTAL SEYCHELLES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>89</b>	<b>2</b>	<b>2</b>
SFAX																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	0	37	25	39	4
<b>TOTAL SFAX</b>					<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>39</b>	<b>39</b>
SHANNON																	
	HEATHROW	AER LINGUS	S	A	120	0	0	76	15	4	4	1	0	16	71	13	93
	HEATHROW	AER LINGUS	S	D	120	0	0	85	8	3	4	1	0	10	87	1	93
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	90	3	0	3	3	0	9	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	90	3	3	0	3	0	6	0	0	0
<b>TOTAL SHANNON</b>					<b>302</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>8</b>	<b>8</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	EXCALIBUR AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	EXCALIBUR AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	25	21	4	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>25</b>	<b>21</b>	<b>21</b>	
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	A	62	0	0	66	23	8	0	3	0	13	40	21	62	
	HEATHROW	SINGAPORE AIRLINES	S	D	62	0	0	85	13	2	0	0	0	5	60	18	62	
	MANCHESTER	SINGAPORE AIRLINES	S	A	13	0	0	92	0	0	8	0	0	-8	62	3	13	
	MANCHESTER	SINGAPORE AIRLINES	S	D	13	0	0	85	15	0	0	0	0	5	92	0	13	
<b>TOTAL SINGAPORE</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>55</b>	<b>16</b>	<b>16</b>	
SKIATHOS																		
	GATWICK	AIR 2000	C	A	5	0	2	60	20	0	20	0	0	20	20	88	5	
	GATWICK	AIR 2000	C	D	7	0	0	57	0	14	29	0	0	49	29	84	7	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	0	0	0	33	67	0	0	88	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	0	0	0	33	67	0	0	84	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	3	0	1	33	0	33	33	0	0	36	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	50	0	0	0	21	0	0	0	
	MANCHESTER	BRITANNIA AB	C	A	3	0	2	67	33	0	0	0	0	-5	0	0	0	
	MANCHESTER	BRITANNIA AB	C	D	2	0	1	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EXCALIBUR AIRWAYS	C	A	5	0	1	80	0	20	0	0	0	-20	33	33	3	
	GATWICK	EXCALIBUR AIRWAYS	C	D	6	0	0	83	0	0	17	0	0	16	0	0	0	
	GATWICK	GB AIRWAYS LTD	C	A	5	0	1	40	0	0	40	20	0	69	100	-27	4	
	GATWICK	GB AIRWAYS LTD	C	D	7	0	0	29	14	14	43	0	0	59	20	35	5	
	MANCHESTER	GB AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	18	33	81	3	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	4	0	1	50	0	0	50	0	0	27	33	80	3	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	5	0	0	20	40	40	0	0	0	26	25	66	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	1	50	17	33	0	0	0	25	33	93	3	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	6	0	1	83	0	17	0	0	0	-15	100	-28	1	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
SKIATHOS																		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	8	0	0	100	0	0	0	0	0	2	50	31	4	
	GATWICK	MONARCH AIRLINES	C	A	3	1	1	33	0	67	0	0	0	10	0	78	3	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	17	0	68	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	0	75	0	0	70	67	33	3	
	MANCHESTER	MONARCH AIRLINES	C	D	4	1	0	0	0	0	100	0	0	111	100	10	3	
<b>TOTAL SKIATHOS</b>					<b>103</b>	<b>4</b>	<b>13</b>	<b>51</b>	<b>9</b>	<b>17</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>38</b>	<b>59</b>	<b>59</b>	
SOFIA																		
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	22	0	0	59	23	18	0	0	0	15	36	23	22	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	22	0	0	77	9	14	0	0	0	7	82	8	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	92	8	0	0	0	0	-8	85	-6	13	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	77	15	8	0	0	0	13	46	19	13	
<b>TOTAL SOFIA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>13</b>	<b>13</b>	
SONDERBORG																		
SOUTHAMPTON																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	71	0	0	93	3	3	1	0	0	1	90	1	68	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	71	0	0	92	1	4	3	0	0	2	91	2	68	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	44	1	0	93	0	2	5	0	0	2	100	-7	42	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	44	2	0	95	0	2	2	0	0	-1	100	-5	42	
<b>TOTAL SOUTHAMPTON</b>					<b>230</b>	<b>3</b>	<b>0</b>	<b>93</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>-1</b>	<b>-1</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	C	A	3	0	0	67	0	33	0	0	0	14	0	0	0	
	GATWICK	CROATIA AIRLINES	C	D	3	0	0	33	33	33	0	0	0	26	0	0	0	
<b>TOTAL SPLIT</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>13</b>	<b>13</b>	
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	A	31	0	0	16	13	32	35	3	0	59	61	14	31	
	GATWICK	TRANS WORLD AIRLINES	S	D	31	1	0	81	6	3	10	0	0	13	90	2	31	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>10</b>	<b>18</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>76</b>	<b>8</b>	<b>8</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1994					
						MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																		Actual (7)
ST LUCIA (HEWANORRA)																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	0	33	0	33	317	100	9	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	29	50	13	2	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	50	21	29	0	0	19	86	1	14		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	8	46	27	13		
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	18	0	0	0		
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>65</b>	<b>16</b>	<b>16</b>	
ST PETERSBURG																		
	HEATHROW	AEROFLOT	S	A	4	0	0	100	0	0	0	0	-5	100	-9	4		
	HEATHROW	AEROFLOT	S	D	4	0	0	100	0	0	0	0	1	100	6	4		
	STANSTED	AEROFLOT	S	A	8	0	0	100	0	0	0	0	-7	100	-19	9		
	STANSTED	AEROFLOT	S	D	8	0	0	100	0	0	0	0	2	78	6	9		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	95	0	5	0	0	-4	77	2	22		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	76	19	5	0	0	8	77	12	22		
<b>TOTAL ST PETERSBURG</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>3</b>		
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	66	0	1	100	0	0	0	0	-7	97	-5	62		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	66	0	1	95	3	2	0	0	-1	93	-3	61		
	GLASGOW	KLM UK LTD	S	A	79	0	0	92	3	4	1	0	1	95	-2	78		
	GLASGOW	KLM UK LTD	S	D	79	0	0	87	13	0	0	0	4	92	3	77		
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	50	50	0	73	0	0	0		
<b>TOTAL STANSTED</b>					<b>293</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>-2</b>	<b>-2</b>		
STAVANGER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	27	0	0	78	22	0	0	0	8	77	7	26		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	27	0	0	93	4	0	4	0	4	74	16	27		
	HEATHROW	SAS	S	A	59	0	0	86	12	0	2	0	4	93	-2	84		
	HEATHROW	SAS	S	D	59	0	0	97	2	0	2	0	-4	96	-3	83		
<b>TOTAL STAVANGER</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>1</b>	<b>1</b>		
STOCKHOLM (ARLANDA)																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
STOCKHOLM (ARLANDA)																		
	GATWICK	BRITANNIA AB	C	A	15	0	1	73	7	13	7	0	0	12	80	22	10	
	GATWICK	BRITANNIA AB	S	A	62	0	0	74	19	6	0	0	0	11	80	6	89	
	GATWICK	BRITANNIA AB	C	D	16	0	0	63	13	13	13	0	0	22	80	21	10	
	GATWICK	BRITANNIA AB	S	D	62	0	0	90	5	5	0	0	0	5	98	3	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	87	9	3	1	0	0	2	84	2	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	88	10	0	2	0	0	4	88	8	120	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	8	0	0	0	13	13	75	0	0	86	15	69	13	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	8	0	0	0	0	0	75	13	13	173	23	73	13	
	HEATHROW	SAS	S	A	147	0	0	87	7	3	3	0	0	6	89	5	141	
	HEATHROW	SAS	S	D	148	0	0	94	1	3	2	1	0	2	96	-1	141	
	MANCHESTER	SAS	S	A	26	0	0	96	4	0	0	0	0	2	88	5	26	
	MANCHESTER	SAS	S	D	17	0	0	100	0	0	0	0	0	-4	96	1	26	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>757</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>6</b>	
STORNOWAY																		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	53	0	0	87	9	2	2	0	0	9	91	7	74	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	59	0	0	80	10	10	0	0	0	7	92	2	74	
<b>TOTAL STORNOWAY</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>4</b>	
STRASBOURG																		
	HEATHROW	AIR FRANCE	S	A	27	0	0	67	11	15	7	0	0	15	79	9	52	
	HEATHROW	AIR FRANCE	S	D	26	0	1	58	19	12	12	0	0	19	96	-2	52	
<b>TOTAL STRASBOURG</b>					<b>54</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>4</b>	<b>4</b>	
STUTT GART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	83	12	5	0	0	0	4	74	6	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	98	0	2	0	0	0	1	91	9	57	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	24	0	0	88	8	4	0	0	0	2	88	5	24	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	24	0	0	96	4	0	0	0	0	2	88	9	24	
	HEATHROW	LUFTHANSA	S	A	63	0	0	86	14	0	0	0	0	0	82	9	33	
	HEATHROW	LUFTHANSA	S	D	93	0	0	98	2	0	0	0	0	-3	86	3	64	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	26	0	1	69	23	8	0	0	0	10	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
STUTTGART																		
	MANCHESTER	LUFTHANSA CITY LINE		S D	26	0	1	96	0	4	0	0	0	5	0	0	0	
<b>TOTAL STUTTGART</b>					<b>374</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>6</b>	
SUMBURGH																		
	GLASGOW	BMI REGIONAL		S A	23	0	0	96	4	0	0	0	0	1	0	0	0	
	GLASGOW	BMI REGIONAL		S D	19	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	BMI REGIONAL		S A	44	0	5	73	20	7	0	0	10	0	0	0		
	MANCHESTER	BRITISH AIRWAYS PLC		S A	27	0	0	93	0	4	4	0	5	91	3	47		
	MANCHESTER	BRITISH AIRWAYS PLC		S D	21	0	0	95	5	0	0	0	-2	79	10	39		
	GLASGOW	LOGANAIR		S A	27	0	0	59	26	15	0	0	13	85	4	26		
	GLASGOW	LOGANAIR		S D	27	0	0	81	11	7	0	0	7	96	7	26		
<b>TOTAL SUMBURGH</b>					<b>188</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>6</b>		
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	8	0	0	50	25	25	0	0	16	17	218	6		
	HEATHROW	BRITISH AIRWAYS PLC		S D	10	0	0	90	10	0	0	0	-3	60	12	5		
	HEATHROW	QANTAS		S A	31	0	0	71	16	10	3	0	9	65	34	31		
	HEATHROW	QANTAS		S D	31	0	0	94	3	3	0	0	-2	90	-2	31		
<b>TOTAL SYDNEY</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>23</b>	<b>23</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
						CHARTER/ SCHED	ARR/ DEP	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)										
TAIPEI																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	79	7	14	0	0	0	5	33	25	9		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	0	7	80	10	10		
	HEATHROW	EVA AIR	S	A	13	0	0	31	38	8	23	0	0	31	0	0	0		
	HEATHROW	EVA AIR	S	D	13	0	0	54	23	15	0	0	8	38	0	0	0		
<b>TOTAL TAIPEI</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>62</b>	<b>15</b>	<b>15</b>		
TAMPA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	0	25	25	50	0	0	60	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	25	25	25	0	0	34	0	0	0		
<b>TOTAL TAMPA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>		
TANGIERS (IBN BATUTA)																			
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	0	25	25	50	0	0	54	83	6	6		
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	-1	50	18	4		
	GATWICK	ROYAL AIR MAROC	C	A	8	0	1	88	0	0	13	0	0	2	100	-10	4		
	GATWICK	ROYAL AIR MAROC	C	D	9	0	0	78	0	11	11	0	0	12	100	2	4		
	MANCHESTER	ROYAL AIR MAROC	C	A	8	0	1	100	0	0	0	0	0	-7	75	-6	4		
	MANCHESTER	ROYAL AIR MAROC	C	D	9	0	0	89	11	0	0	0	0	-4	75	5	4		
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>3</b>	<b>3</b>		
TARBES-LOURDES INTERNA																			
	MANCHESTER	AIR 2000	C	A	7	0	1	71	0	14	14	0	0	9	50	-3	4		
	MANCHESTER	AIR 2000	C	D	7	0	1	86	14	0	0	0	0	2	67	2	3		
	BIRMINGHAM	AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	12	100	-9	1		
	BIRMINGHAM	AIR CHARTER	C	D	2	0	0	0	100	0	0	0	0	23	0	61	1		
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	A	3	2	5	33	0	67	0	0	0	22	0	0	0		
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	D	3	2	5	33	0	67	0	0	0	35	0	0	0		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	6	0	0	33	17	33	17	0	0	37	67	52	6		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	6	0	0	50	17	17	17	0	0	37	50	175	6		
	GATWICK	EUROPEAN AIR CHARTER	C	A	9	0	0	0	22	33	11	33	0	114	0	0	0		
	GATWICK	EUROPEAN AIR CHARTER	C	D	9	0	0	67	0	0	11	22	0	69	0	0	0		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	Origin / Destinations: T		PERCENTAGE OF FLIGHTS LATE										MAY 1994		
				NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
				CHARTER/ SCHED	ARR/ DEP											MATCHED	UNMATCHED	
						Actual (7)	Plan (8)											
TARBES-LOURDES INTERNA		MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>						<b>63</b>	<b>7</b>	<b>13</b>	<b>46</b>	<b>13</b>	<b>17</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>51</b>	<b>53</b>	<b>38</b>	<b>38</b>
TASHKENT		HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	5	94	0	0	0	6	0	-5	100	-40	18
		HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	5	88	6	0	0	6	0	8	94	-6	18
		MANCHESTER	UZBEKISTAN AIRLINES	S	A	5	0	0	100	0	0	0	0	0	-23	0	0	0
		MANCHESTER	UZBEKISTAN AIRLINES	S	D	4	0	0	75	25	0	0	0	0	3	0	0	0
<b>TOTAL TASHKENT</b>						<b>43</b>	<b>2</b>	<b>10</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>-1</b>	<b>97</b>	<b>-23</b>	<b>-23</b>
TEESSIDE		HEATHROW	BMI BRITISH MIDLAND	S	A	140	0	0	92	5	2	1	0	0	98	-1	140	
		HEATHROW	BMI BRITISH MIDLAND	S	D	140	0	0	95	4	1	0	0	0	-4	96	-2	140
<b>TOTAL TEESSIDE</b>						<b>280</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>97</b>	<b>0</b>	<b>0</b>
TEHRAN		HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	11	11	0	0	18	78	9	9
		HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	88	0	13	0	0	0	3	89	-2	9
		HEATHROW	IRAN AIR	S	A	13	0	0	54	31	15	0	0	0	13	64	10	14
		HEATHROW	IRAN AIR	S	D	13	0	0	92	0	8	0	0	0	5	57	13	14
<b>TOTAL TEHRAN</b>						<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>8</b>	<b>8</b>
TEL AVIV		GATWICK	AIR 2000	C	A	5	0	0	0	20	60	20	0	0	49	50	42	4
		GATWICK	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	37	50	37	4
		GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	71	19	3	6	0	0	8	87	-2	31
		GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	10	3	0	0	15	58	15	31
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	2	77	4	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	97	0	0	3	0	0	0	90	2	31
		GATWICK	EL AL	C	A	2	0	1	50	0	50	0	0	0	-22	60	12	5
		GATWICK	EL AL	C	D	2	0	1	50	50	0	0	0	0	14	20	24	5
		HEATHROW	EL AL	S	A	46	0	6	83	2	4	9	2	0	16	68	8	38
		HEATHROW	EL AL	S	D	48	2	16	88	8	2	0	2	0	5	86	0	44

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 1994						
						CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
TEL AVIV																			
	MANCHESTER	EL AL	S	A	9	0	0	78	0	0	0	11	11	60	100	-3	8		
	MANCHESTER	EL AL	S	D	9	0	0	56	22	0	0	22	0	68	38	24	8		
	GATWICK	EXCALIBUR AIRWAYS	C	A	3	2	1	0	67	0	33	0	0	66	14	61	7		
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	0	25	25	50	0	0	82	29	63	7		
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	0	31	31	23	15	0	78	7	52	14		
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	54	0	31	8	8	0	45	43	29	14		
<b>TOTAL TEL AVIV</b>					<b>282</b>	<b>4</b>	<b>25</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>13</b>	<b>13</b>		
TENERIFE (SURREINA SOFIA)																			
	BIRMINGHAM	AIR 2000	C	A	13	0	0	62	15	23	0	0	0	6	75	-8	8		
	BIRMINGHAM	AIR 2000	C	D	13	0	0	92	0	8	0	0	0	8	75	14	8		
	GATWICK	AIR 2000	C	A	19	0	0	68	11	5	5	11	0	41	76	15	17		
	GATWICK	AIR 2000	C	D	19	0	0	74	11	5	5	5	0	30	74	21	19		
	GLASGOW	AIR 2000	C	A	13	0	0	92	0	8	0	0	0	-17	55	46	11		
	GLASGOW	AIR 2000	C	D	13	0	0	92	0	0	8	0	0	9	31	86	13		
	LUTON	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-5	0	0	0		
	LUTON	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0		
	MANCHESTER	AIR 2000	C	A	21	0	0	76	14	10	0	0	0	-1	68	23	25		
	MANCHESTER	AIR 2000	C	D	21	0	0	62	24	10	0	5	0	23	69	33	26		
	MANCHESTER	AIR EUROPA	C	A	6	0	0	33	33	17	17	0	0	32	29	55	7		
	MANCHESTER	AIR EUROPA	C	D	4	0	1	0	50	25	25	0	0	44	29	55	7		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	9	0	0	44	22	22	11	0	0	20	0	0	0		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	9	0	0	78	22	0	0	0	0	6	0	0	0		
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	4	0	0	50	25	25	0	0	0	14	0	0	0		
	MANCHESTER	AIR OPERATIONS EUROPE	C	D	4	0	0	0	0	75	25	0	0	52	0	130	1		
	GATWICK	AIRTOURS INTERNATIONAL	C	A	2	0	0	50	0	0	50	0	0	35	0	121	9		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	4	67	14	12		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	3	93	7	14		
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	59	12	18	6	6	0	33	44	42	18		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 1994						
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	GATWICK	BRITANNIA AIRWAYS	C	D	18	1	0	72	11	11	0	6	0	23	47	37	19	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	22	0	0	0	15	22	69	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	9	44	44	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	0	69	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	0	66	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	23	0	0	65	13	22	0	0	0	16	38	34	26	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	24	0	0	79	8	13	0	0	0	10	44	30	27	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	14	75	6	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	100	2	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	34	25	39	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	50	36	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	9	62	15	13	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	56	44	0	0	0	0	14	62	16	13	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	25	50	25	0	102	25	46	4	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	4	0	0	25	0	25	50	0	0	74	25	44	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	11	0	0	55	9	0	27	9	0	58	43	38	14	
	GATWICK	LEISURE INTERNATIONAL	C	D	11	0	0	64	18	9	9	0	0	20	69	11	13	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	50	50	0	0	0	0	16	40	25	5	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	10	0	65	5	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	25	25	0	0	35	100	-3	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	1	0	100	0	0	0	0	0	5	100	2	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	0	75	25	0	0	0	27	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	27	0	1	33	22	30	7	7	0	39	25	44	32	
	GATWICK	MONARCH AIRLINES	C	D	26	0	0	77	8	8	8	0	0	20	56	27	32	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	75	17	4	
	LUTON	MONARCH AIRLINES	S	A	9	0	0	78	0	22	0	0	0	14	78	0	9	
	LUTON	MONARCH AIRLINES	S	D	9	0	0	78	0	11	11	0	0	14	100	5	9	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	17	75	24	4	
	MANCHESTER	MONARCH AIRLINES	C	A	28	0	0	50	21	21	7	0	0	25	55	29	20	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAY 1994				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)	MANCHESTER	MONARCH AIRLINES	C	D	28	0	0	68	21	11	0	0	0	7	75	12	20
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	38	13	25	13	0	63	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	13	25	0	0	30	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	0	22	33	33	11	0	77	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	0	22	33	33	11	0	76	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	22	11	44	0	11	121	60	23	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	11	0	33	0	11	102	60	28	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	2	0	100	0	0	0	0	0	13	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	1	0	50	50	0	0	0	0	16	0	0	0
	GATWICK	OASIS INTERNATIONAL	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0
	GATWICK	OASIS INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0
	GLASGOW	OASIS INTERNATIONAL	C	A	8	0	0	38	13	38	13	0	0	27	50	54	4
	GLASGOW	OASIS INTERNATIONAL	C	D	8	0	0	38	25	25	13	0	0	30	50	62	4
	MANCHESTER	OASIS INTERNATIONAL	C	A	9	0	0	67	11	22	0	0	0	14	88	116	8
	MANCHESTER	OASIS INTERNATIONAL	C	D	9	0	0	22	33	33	11	0	0	32	50	46	8
	BIRMINGHAM	SPANAIR	C	A	9	0	0	78	11	11	0	0	0	8	50	39	8
	BIRMINGHAM	SPANAIR	C	D	9	0	0	22	33	44	0	0	0	29	44	61	9
	MANCHESTER	SPANAIR	C	A	4	0	0	75	0	25	0	0	0	12	50	15	4
	MANCHESTER	SPANAIR	C	D	4	0	0	75	0	0	25	0	0	26	25	26	4
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	4	0	0	0	50	0	50	0	0	65	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	4	0	0	50	0	25	25	0	0	58	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>658</b>	<b>5</b>	<b>4</b>	<b>60</b>	<b>16</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>55</b>	<b>32</b>	<b>32</b>
THIRA (SANTORINI)	GATWICK	EXCALIBUR AIRWAYS	C	A	7	0	0	0	0	57	43	0	0	64	50	44	2
	GATWICK	EXCALIBUR AIRWAYS	C	D	7	0	0	43	29	14	14	0	0	25	25	47	4
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	2	1	1	50	50	0	0	0	0	15	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	25	25	0	0	36	0	125	3
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	12	0	105	4
<b>TOTAL THIRA (SANTORINI)</b>					<b>27</b>	<b>3</b>	<b>3</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>11</b>	<b>83</b>	<b>83</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					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)												
TIREE																		
	GLASGOW	LOGANAIR	S	A	22	0	0	82	5	9	5	0	0	4	0	0	0	
	GLASGOW	LOGANAIR	S	D	22	0	0	77	0	9	14	0	0	17	0	0	0	
<b>TOTAL TIREE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>2</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOBAGO																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	12	50	17	4	
<b>TOTAL TOBAGO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>17</b>	<b>17</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	A	9	0	0	56	11	0	33	0	0	29	13	107	8	
	HEATHROW	AEROFLOT	S	D	8	0	0	100	0	0	0	0	0	2	63	108	8	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	74	19	6	0	0	0	5	65	6	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	100	0	0	0	0	0	-4	97	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	1	86	11	0	4	0	0	-2	71	5	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	91	7	2	0	0	0	3	81	6	58	
	HEATHROW	JAPAN AIRLINES	S	A	38	0	1	92	3	5	0	0	0	-5	19	40	42	
	HEATHROW	JAPAN AIRLINES	S	D	38	0	0	95	3	0	3	0	0	2	93	2	42	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	1	73	4	8	15	0	0	6	54	31	26	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	1	52	36	0	12	0	0	24	62	18	26	
<b>TOTAL TOKYO (NARITA)</b>					<b>320</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>17</b>	<b>17</b>	
TORONTO																		
	GLASGOW	AIR CANADA	S	A	23	0	0	30	52	13	4	0	0	24	61	17	18	
	GLASGOW	AIR CANADA	S	D	23	0	0	78	9	4	4	4	0	20	83	10	18	
	HEATHROW	AIR CANADA	S	A	67	0	0	42	27	24	6	1	0	28	55	11	49	
	HEATHROW	AIR CANADA	S	D	68	0	0	60	28	12	0	0	0	12	59	16	46	
	MANCHESTER	AIR CANADA	S	A	19	0	0	84	5	5	5	0	0	5	83	3	18	
	MANCHESTER	AIR CANADA	S	D	19	0	0	89	0	5	5	0	0	6	89	5	18	
	GATWICK	AIR CLUB INTERNATIONAL	C	A	5	0	0	0	0	60	40	0	0	78	0	0	0	
	GATWICK	AIR CLUB INTERNATIONAL	C	D	5	0	0	0	20	40	20	20	0	82	0	0	0	
	GLASGOW	AIR CLUB INTERNATIONAL	C	A	4	0	0	25	0	25	25	25	0	75	0	0	0	
	GLASGOW	AIR CLUB INTERNATIONAL	C	D	4	0	0	0	0	25	50	25	0	107	0	0	0	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TORONTO	MANCHESTER	AIR CLUB INTERNATIONAL	C	A	5	0	0	0	20	40	20	20	0	76	0	0	0
	MANCHESTER	AIR CLUB INTERNATIONAL	C	D	5	0	0	0	20	40	20	20	0	98	0	0	0
	HEATHROW	AIR INDIA	S	A	14	0	0	50	21	14	0	0	14	192	44	19	9
	HEATHROW	AIR INDIA	S	D	13	0	0	0	15	15	62	8	0	97	11	142	9
	BIRMINGHAM	AIR TRANSAT	C	A	6	0	0	67	0	33	0	0	0	0	50	13	4
	BIRMINGHAM	AIR TRANSAT	C	D	6	0	0	50	0	50	0	0	0	22	75	13	4
	GATWICK	AIR TRANSAT	C	A	12	2	0	50	8	33	8	0	0	20	79	3	19
	GATWICK	AIR TRANSAT	C	D	13	1	0	69	15	8	8	0	0	14	84	4	19
	GLASGOW	AIR TRANSAT	C	A	6	1	0	67	17	17	0	0	0	12	58	12	12
	GLASGOW	AIR TRANSAT	C	D	6	1	0	33	33	17	17	0	0	34	55	15	11
	MANCHESTER	AIR TRANSAT	C	A	10	0	0	60	20	20	0	0	0	16	70	7	10
	MANCHESTER	AIR TRANSAT	C	D	10	0	0	50	20	30	0	0	0	16	73	10	11
	STANSTED	AIR TRANSAT	C	A	2	0	0	100	0	0	0	0	0	-20	100	-15	3
	STANSTED	AIR TRANSAT	C	D	2	0	0	100	0	0	0	0	0	8	100	-7	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	0	69	18	3	5	3	3	47	59	15	39
	HEATHROW	BRITISH AIRWAYS PLC	S	D	40	0	0	78	18	3	3	0	0	12	67	20	39
	BIRMINGHAM	CANADA 3000 AIRLINES	C	A	2	1	0	100	0	0	0	0	0	-25	0	65	2
	BIRMINGHAM	CANADA 3000 AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	0	115	2
	GATWICK	CANADA 3000 AIRLINES	C	A	9	0	0	100	0	0	0	0	0	-4	63	11	8
	GATWICK	CANADA 3000 AIRLINES	C	D	9	0	0	78	22	0	0	0	0	5	50	29	8
	GLASGOW	CANADA 3000 AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-6	50	62	4
	GLASGOW	CANADA 3000 AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	50	66	4
	MANCHESTER	CANADA 3000 AIRLINES	C	A	8	0	0	63	0	0	25	13	0	41	75	-5	8
	MANCHESTER	CANADA 3000 AIRLINES	C	D	8	0	0	63	0	0	38	0	0	50	38	33	8
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	0	45	26	13	13	3	0	27	0	0	0
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	0	87	10	3	0	0	0	1	0	0	0
	GATWICK	ROYAL AIRLINES	C	A	7	0	0	71	0	29	0	0	0	3	67	14	6
	GATWICK	ROYAL AIRLINES	C	D	7	0	0	43	29	14	14	0	0	25	17	29	6
	GLASGOW	ROYAL AIRLINES	C	A	3	0	0	33	0	33	33	0	0	27	75	7	4
	GLASGOW	ROYAL AIRLINES	C	D	3	0	0	0	0	67	33	0	0	57	75	12	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	Origin / Destinations: T		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
			CHARTER/ SCHED	ARR/ DEP	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)											
TORONTO																	
<b>TOTAL TORONTO</b>					<b>558</b>	<b>6</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>66</b>	<b>15</b>	<b>15</b>
TOULOUSE (BLAGNAC)																	
	LUTON	AERIS	C	A	4	1	2	75	0	0	25	0	0	27	29	233	7
	LUTON	AERIS	C	D	3	0	3	67	0	33	0	0	0	12	50	49	8
	HEATHROW	AIR FRANCE	S	A	58	0	1	93	5	0	2	0	0	-1	74	6	31
	HEATHROW	AIR FRANCE	S	D	58	0	1	98	0	2	0	0	0	-2	97	-3	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	94	6	0	0	0	0	4	85	4	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	94	6	0	0	0	0	3	84	8	62
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>250</b>	<b>3</b>	<b>7</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>14</b>	<b>14</b>
TREVISO																	
	MANCHESTER	AIR 2000	C	A	3	0	0	0	33	33	0	33	0	94	0	0	0
	MANCHESTER	AIR 2000	C	D	3	0	0	0	0	67	0	33	0	95	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	1	100	0	0	0	0	0	1	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	67	33	0	0	0	0	9	0	0	0
<b>TOTAL TREVISO</b>					<b>11</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>18</b>	<b>27</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>
TROMSOE																	
	HEATHROW	SAS	S	A	4	0	0	25	75	0	0	0	0	19	100	5	4
	HEATHROW	SAS	S	D	4	0	0	100	0	0	0	0	0	-15	100	-15	4
<b>TOTAL TROMSOE</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>2</b>	<b>100</b>	<b>-5</b>	<b>-5</b>
TRONDHEIM (VAERNES)																	
TUNIS																	
	HEATHROW	GB AIRWAYS LTD	S	A	14	0	0	50	43	7	0	0	0	15	0	0	0
	HEATHROW	GB AIRWAYS LTD	S	D	14	0	0	93	7	0	0	0	0	6	0	0	0
	HEATHROW	TUNISAIR	S	A	13	0	0	54	23	23	0	0	0	17	50	27	14
	HEATHROW	TUNISAIR	S	D	13	0	0	54	8	23	15	0	0	33	57	28	14
<b>TOTAL TUNIS</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>32</b>	<b>32</b>
TURIN																	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
TURIN	HEATHROW	ALITALIA	S	A	29	0	0	76	14	7	3	0	0	7	81	9	31
	HEATHROW	ALITALIA	S	D	29	0	0	90	7	0	3	0	0	1	84	2	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	89	7	0	4	0	0	7	42	19	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	100	0	0	0	0	0	-2	100	-2	28
<b>TOTAL TURIN</b>					<b>115</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>4</b>	<b>78</b>	<b>7</b>	<b>7</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	10	0	0	70	10	20	0	0	0	17	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	10	0	0	50	40	10	0	0	0	17	0	0	0	
	HEATHROW	IBERIA	S	A	31	0	0	97	3	0	0	0	-5	90	-4	31		
	HEATHROW	IBERIA	S	D	31	0	0	97	3	0	0	0	-2	87	-2	31		
<b>TOTAL VALENCIA</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>-3</b>	<b>-3</b>		
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	45	29	19	3	3	0	25	45	19	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	65	16	16	3	0	0	17	65	18	31	
	GATWICK	AIR CLUB INTERNATIONAL	C	A	8	0	0	25	0	25	25	25	0	82	0	0	0	
	GATWICK	AIR CLUB INTERNATIONAL	C	D	8	0	0	0	38	25	13	25	0	77	0	0	0	
	GLASGOW	AIR CLUB INTERNATIONAL	C	A	4	0	0	0	0	50	50	0	0	63	0	0	0	
	GLASGOW	AIR CLUB INTERNATIONAL	C	D	4	0	0	0	25	25	50	0	0	80	0	0	0	
	MANCHESTER	AIR CLUB INTERNATIONAL	C	A	3	0	0	33	33	0	0	33	0	57	0	0	0	
	MANCHESTER	AIR CLUB INTERNATIONAL	C	D	3	0	0	0	0	33	0	67	0	177	0	0	0	
	GATWICK	AIR TRANSAT	C	A	7	1	1	71	14	14	0	0	0	7	0	0	0	
	GATWICK	AIR TRANSAT	C	D	8	0	0	100	0	0	0	0	0	-5	0	0	0	
	GLASGOW	AIR TRANSAT	C	A	4	0	0	75	0	25	0	0	0	-22	0	0	0	
	GLASGOW	AIR TRANSAT	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	AIR TRANSAT	C	A	4	0	0	75	0	25	0	0	0	-3	0	0	0	
	MANCHESTER	AIR TRANSAT	C	D	4	0	0	50	25	25	0	0	0	12	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	6	16	6	0	0	12	68	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	10	0	0	0	7	81	11	31	
	GLASGOW	CANADA 3000 AIRLINES	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0	
	MANCHESTER	CANADA 3000 AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-21	0	0	0	
	MANCHESTER	CANADA 3000 AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-9	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	0	58	32	10	0	0	0	14	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	0	84	6	10	0	0	0	6	0	0	0	
<b>TOTAL VANCOUVER</b>					<b>253</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>16</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>13</b>	<b>13</b>	

VARADERO

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: V								MAY 1994						
										NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE								% Early to 15	Average Delay (mins)	No matched records
										MATCHED		UNMATCHED		Early to 15 mins	16 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)													
VARADERO		GATWICK		LEISURE INTL AIRWAYS LTD		C	D	2	0	0	50	0	0	50	0	0	78	0	0	0				
<b>TOTAL VARADERO</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>78</b>	<b>0</b>	<b>146</b>	<b>146</b>				
VARNA		MANCHESTER		AIR FOYLE PASSENGER AIRLINES		C	A	3	0	1	0	0	0	33	67	0	225	0	0	0				
		MANCHESTER		AIR FOYLE PASSENGER AIRLINES		C	D	4	0	0	0	0	25	50	25	0	110	0	0	0				
		GATWICK		AIR VIA BULGARIAN AIRWAYS		C	A	3	0	0	100	0	0	0	0	0	-6	0	0	0				
		GATWICK		AIR VIA BULGARIAN AIRWAYS		C	D	3	0	0	0	67	33	0	0	0	28	0	0	0				
		GLASGOW		AIR VIA BULGARIAN AIRWAYS		C	D	2	0	0	100	0	0	0	0	0	-24	0	0	0				
		BIRMINGHAM		MONARCH AIRLINES		C	A	3	0	1	0	0	33	33	33	0	110	0	0	0				
		BIRMINGHAM		MONARCH AIRLINES		C	D	4	0	0	25	0	50	25	0	0	66	0	0	0				
<b>TOTAL VARNA</b>								<b>22</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>9</b>	<b>23</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>78</b>	<b>38</b>	<b>23</b>	<b>23</b>				
VAXJO		VENICE		GATWICK		AIR FOYLE PASSENGER AIRLINES		C	A	3	3	1	67	0	0	33	0	0	32	0	0	0		
		GATWICK		AIR FOYLE PASSENGER AIRLINES		C	D	3	3	1	33	33	0	33	0	0	36	0	0	0				
		GATWICK		ALITALIA		S	A	61	0	1	72	11	5	11	0	0	18	0	0	0				
		GATWICK		ALITALIA		S	D	61	0	1	74	8	7	11	0	0	18	0	0	0				
		GATWICK		BRITANNIA AIRWAYS		C	A	2	0	0	0	0	50	0	50	0	155	0	0	0				
		GATWICK		BRITANNIA AIRWAYS		C	D	2	0	0	0	0	50	50	0	0	105	0	0	0				
		LUTON		BRITANNIA AIRWAYS		C	A	4	0	1	0	50	0	50	0	0	55	0	66	3				
		LUTON		BRITANNIA AIRWAYS		C	D	5	0	0	60	0	20	20	0	0	32	33	58	3				
		MANCHESTER		BRITANNIA AIRWAYS		C	A	5	0	0	0	20	40	40	0	0	61	0	67	3				
		MANCHESTER		BRITANNIA AIRWAYS		C	D	6	0	0	50	0	17	33	0	0	35	50	28	4				
		HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	87	3	10	0	0	0	1	68	21	38				
		HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	77	16	3	3	0	0	9	89	10	38				
		MANCHESTER		BRITISH AIRWAYS PLC		C	A	3	0	1	33	0	67	0	0	0	19	0	0	0				
		MANCHESTER		BRITISH AIRWAYS PLC		C	D	4	0	0	100	0	0	0	0	0	4	0	0	0				



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
VENICE	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	7	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	C	A	3	0	1	33	0	67	0	0	0	22	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	6	0	0	0		
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	-8	75	15	8		
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	4	67	25	9		
	GATWICK	EXCALIBUR AIRWAYS	C	A	5	0	0	60	0	0	20	0	20	99	73	32	11	
	GATWICK	EXCALIBUR AIRWAYS	C	D	5	0	0	60	0	0	20	0	20	115	78	40	9	
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	2	0	0	100	0	0	0	0	6	0	0	0		
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	2	0	0	50	50	0	0	0	17	0	0	0		
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	1	50	0	25	25	0	0	28	33	97	3	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	80	0	20	0	0	6	75	59	4		
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	29	29	0	14	14	109	57	27	14		
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	57	14	0	0	14	14	100	80	11	15	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	40	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	12	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	-4	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	1	0	100	0	0	0	0	4	0	0	0		
<b>TOTAL VENICE</b>					<b>300</b>	<b>8</b>	<b>9</b>	<b>68</b>	<b>11</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>67</b>	<b>27</b>	<b>27</b>	
VERONA	GATWICK	AIR 2000	C	A	3	0	0	33	67	0	0	0	17	67	3	3		
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	-3	100	2	4		
	MANCHESTER	AIR 2000	C	A	3	0	1	33	33	33	0	0	28	75	9	4		
	MANCHESTER	AIR 2000	C	D	4	0	0	75	25	0	0	0	12	100	-6	4		
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	92	6	0	2	0	-1	79	2	62		
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	90	5	3	2	0	4	90	7	62		
	BIRMINGHAM	GB AIRWAYS LTD	C	A	3	0	1	33	33	0	33	0	52	0	0	0		
	BIRMINGHAM	GB AIRWAYS LTD	C	D	4	0	0	50	0	0	25	0	25	134	0	0		
	GATWICK	GB AIRWAYS LTD	C	A	3	0	1	33	33	0	33	0	45	33	94	3		
	GATWICK	GB AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	53	33	89	3	
	GATWICK	MONARCH AIRLINES	C	A	18	0	2	56	11	17	17	0	29	57	26	14		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994					
					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)												
VERONA																		
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	76	10	5	10	0	0	9	57	16	14	
	GLASGOW	MONARCH AIRLINES	C	A	7	0	0	43	0	29	29	0	0	47	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	8	0	0	13	38	25	25	0	0	51	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	2	20	20	40	20	0	0	40	80	22	5	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	42	25	25	8	0	0	28	86	4	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	33	33	0	0	49	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	61	0	0	0	
<b>TOTAL VERONA</b>					<b>235</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>10</b>	<b>10</b>	
VIENNA																		
	GLASGOW	AUSTRIAN AIR TRANSPORT	C	A	5	0	0	100	0	0	0	0	0	-3	0	0	0	
	GLASGOW	AUSTRIAN AIR TRANSPORT	C	D	5	0	0	100	0	0	0	0	0	-1	0	0	0	
	HEATHROW	AUSTRIAN AIRLINES	S	A	103	0	0	86	9	2	3	0	0	3	85	4	95	
	HEATHROW	AUSTRIAN AIRLINES	S	D	104	0	0	94	2	2	2	0	0	1	93	1	95	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	74	23	3	0	0	0	11	76	10	62	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	84	6	3	6	0	0	12	73	12	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	85	12	0	3	0	0	3	78	10	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	88	9	2	1	0	0	2	82	13	92	
	GATWICK	LAUDA-AIR	S	A	17	0	0	76	18	6	0	0	0	6	100	-8	8	
	GATWICK	LAUDA-AIR	S	D	17	0	0	82	12	6	0	0	0	5	88	10	8	
	MANCHESTER	LAUDA-AIR	S	A	27	0	0	89	7	0	0	0	4	18	85	3	27	
	MANCHESTER	LAUDA-AIR	S	D	27	0	0	93	7	0	0	0	0	0	63	13	27	
<b>TOTAL VIENNA</b>					<b>618</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>9</b>	<b>9</b>	
VILNIUS																		
	HEATHROW	LITHUANIA AIRLINES	S	A	18	0	0	100	0	0	0	0	0	-9	100	-8	17	
	HEATHROW	LITHUANIA AIRLINES	S	D	18	0	0	100	0	0	0	0	0	-5	100	-7	17	
<b>TOTAL VILNIUS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>100</b>	<b>-7</b>	<b>-7</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
WARSAW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	92	8	0	0	0	0	-2	79	15	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	87	10	4	0	0	0	5	85	11	52	
	HEATHROW	LOT-POLISH AIRLINES	S	A	45	0	0	91	4	0	4	0	0	2	75	7	40	
	HEATHROW	LOT-POLISH AIRLINES	S	D	49	0	0	90	4	0	6	0	0	3	86	4	44	
<b>TOTAL WARSAW</b>					<b>199</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>10</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	1	1	83	10	5	2	0	0	1	83	3	76	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	11	8	2	0	0	9	87	4	75	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	50	21	21	8	0	0	24	48	20	60	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	68	29	2	2	0	0	11	72	12	60	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>246</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>10</b>	<b>10</b>	
WATERFORD																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	8	0	0	88	0	0	13	0	0	9	100	-12	9	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	16	0	0	88	0	6	6	0	0	4	89	2	9	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	1	87	10	0	3	0	0	-3	97	-5	31	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	90	0	6	3	0	0	7	94	3	31	
	LUTON	SCOT AIRWAYS	S	A	50	1	3	76	18	2	4	0	0	12	0	0	0	
	LUTON	SCOT AIRWAYS	S	D	52	0	2	94	0	4	2	0	0	-2	0	0	0	
<b>TOTAL WATERFORD</b>					<b>187</b>	<b>1</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>-2</b>	<b>-2</b>	
WINDHOEK																		
	HEATHROW	AIR NAMIBIA	S	A	13	0	0	46	38	8	8	0	0	16	69	19	13	
	HEATHROW	AIR NAMIBIA	S	D	13	0	0	92	8	0	0	0	0	1	100	1	13	
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>10</b>	<b>10</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 1994			
					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)											
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	65	29	6	0	0	0	8	76	6	17
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	74	16	10	0	0	0	7	76	9	17
<b>TOTAL ZAGREB</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>9</b>	<b>9</b>
ZAKINTHOS	BIRMINGHAM	AIR 2000	C	A	4	0	1	75	0	25	0	0	0	12	75	28	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-1	100	0	5
	GATWICK	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	26	57	21	7
	GATWICK	AIR 2000	C	D	9	0	0	44	33	11	11	0	0	21	70	20	10
	GLASGOW	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	10	25	127	4
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	0	60	104	5
	LUTON	AIR 2000	C	A	4	0	1	25	25	50	0	0	0	32	0	0	0
	LUTON	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	15	0	0	0
	MANCHESTER	AIR 2000	C	A	8	0	1	50	25	0	25	0	0	29	57	24	7
	MANCHESTER	AIR 2000	C	D	9	0	0	78	0	0	22	0	0	25	70	16	10
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	0	50	50	0	0	67	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	6	1	0	17	33	50	0	0	0	33	0	0	0
	GATWICK	AIRTOURS INTERNATIONAL	C	D	3	0	0	0	33	67	0	0	0	37	38	27	8
	MANCHESTER	AIRTOURS INTERNATIONAL	C	D	2	0	0	50	0	0	50	0	0	64	50	28	8
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	6	0	1	0	17	50	33	0	0	54	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	7	0	0	43	14	29	14	0	0	22	0	0	0
	MANCHESTER	BRITANNIA AB	C	A	3	0	1	67	33	0	0	0	0	3	0	0	0
	MANCHESTER	BRITANNIA AB	C	D	3	1	1	67	0	0	33	0	0	43	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14	75	8	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	8	60	10	5
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	36	36	27	0	0	0	21	38	32	8
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	77	15	8	0	0	0	9	70	16	10
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	18	100	-2	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	4	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 1994				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZAKINTHOS	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	38	0	0	0	20	13	61	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	5	70	18	10
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	0	0	33	67	0	0	110	100	-9	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	50	25	25	0	0	42	100	1	4
	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	0	0	0	0	0	100	0	0	146	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	0	75	0	0	84	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	5	0	1	20	20	20	40	0	0	43	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	6	0	0	67	33	0	0	0	0	9	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	0	50	0	0	50	23	67	13
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	19	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	33	33	33	0	0	0	19	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	7	0	1	57	14	29	0	0	0	13	0	39	3
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	0	13	25	0	0	24	100	4	3
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	2	17	0	50	33	0	0	48	0	42	3
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	50	0	50	0	0	0	22	50	34	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	25	25	0	0	0	18	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	11	0	0	0	27	36	36	0	0	54	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	33	25	17	25	0	0	35	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	3	0	17	58	25	0	0	48	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	46	15	23	15	0	0	27	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	27	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0
	MANCHESTER	TRANSAER	C	A	3	0	1	0	0	0	100	0	0	113	0	0	0
	MANCHESTER	TRANSAER	C	D	3	0	1	33	0	0	33	0	33	199	0	0	0
<b>TOTAL ZAKINTHOS</b>					<b>286</b>	<b>2</b>	<b>20</b>	<b>47</b>	<b>15</b>	<b>21</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>54</b>	<b>33</b>	<b>33</b>
ZURICH	MANCHESTER	AER LINGUS	S	A	23	0	0	78	9	13	0	0	0	10	86	2	22
	MANCHESTER	AER LINGUS	S	D	27	0	0	89	7	4	0	0	0	4	78	4	27
	GATWICK	AIR 2000	C	A	3	0	0	67	0	33	0	0	0	16	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 1995

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 1994					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
ZURICH																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	27	0	0	89	7	4	0	0	0	5	87	1	31	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	27	0	0	93	0	0	7	0	0	8	90	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	74	21	5	0	0	0	7	89	3	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	77	18	5	0	0	0	8	85	7	120	
	LUTON	EASYJET SWITZERLAND	C	A	4	0	0	50	25	25	0	0	0	18	0	0	0	
	LUTON	EASYJET SWITZERLAND	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0	
	GATWICK	FLIGHTLINE LTD	C	A	59	2	0	20	24	24	25	7	0	60	69	8	32	
	GATWICK	FLIGHTLINE LTD	C	D	60	2	0	58	18	15	5	2	2	28	91	9	33	
	STANSTED	KLM UK LTD	S	A	53	0	1	83	9	6	2	0	0	1	0	0	0	
	STANSTED	KLM UK LTD	S	D	53	0	1	70	23	6	2	0	0	10	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	27	0	0	48	26	19	7	0	0	21	78	2	27	
	BIRMINGHAM	SWISS AIRLINES	S	D	27	0	0	19	41	37	4	0	0	30	46	18	26	
	HEATHROW	SWISSAIR	S	A	156	0	0	79	19	3	0	0	0	7	83	3	155	
	HEATHROW	SWISSAIR	S	D	155	1	1	75	14	11	0	0	0	7	85	3	155	
	MANCHESTER	SWISSAIR	S	A	31	0	0	77	16	0	6	0	0	10	100	-2	31	
	MANCHESTER	SWISSAIR	S	D	31	0	0	74	23	3	0	0	0	9	71	13	31	
<b>TOTAL ZURICH</b>					<b>1006</b>	<b>5</b>	<b>4</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>5</b>	<b>5</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1995

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	446	0	0	92	6	1	1	0	0	4	94	1	435	
DUBLIN	482	0	0	94	4	2	0	0	0	1	93	2	540	
NEW YORK (JF KENNEDY)	62	0	0	85	8	5	2	0	0	2	90	3	62	
PALMA DE MALLORCA	190	2	7	69	8	11	9	2	0	20	45	36	199	
PARIS (CHARLES DE GAULLE)	482	0	0	94	3	2	1	0	0	1	96	0	384	
CHARTERED FLIGHTS(ALL ROUTES)	1337	12	53	62	13	12	11	2	0	26	51	35	1403	
SCHEDULED FLIGHTS(ALL ROUTES)	5240	5	15	90	5	3	2	0	0	3	90	3	4875	
AIRPORT TOTAL	6577	17	68	84	7	5	3	1	0	8	82	10	6278	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1995

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	232	1	0	81	17	1	1	0	0	9	73	14	299	
ATHENS	215	5	9	47	16	16	18	2	0	36	43	38	252	
DUBLIN	372	0	0	79	15	5	1	0	0	8	65	12	266	
NEW YORK (JF KENNEDY)	58	0	4	86	9	5	0	0	0	0	74	9	62	
PALMA DE MALLORCA	356	3	5	60	15	10	12	2	1	26	46	43	351	
PARIS (CHARLES DE GAULLE)	386	2	3	86	6	3	4	0	0	6	90	4	442	
CHARTERED FLIGHTS(ALL ROUTES)	4956	111	185	48	16	16	16	3	1	38	49	38	5035	
SCHEDULED FLIGHTS(ALL ROUTES)	11520	12	65	81	11	5	3	0	0	8	80	8	10410	
AIRPORT TOTAL	16476	123	250	71	13	8	7	1	0	17	70	18	15445	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1995

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	169	0	0	73	20	3	4	0	0	10	92	1	165
DUBLIN	250	2	0	97	2	0	0	0	0	0	95	0	324
PALMA DE MALLORCA	183	3	0	46	13	23	18	0	0	29	23	78	163
PARIS (CHARLES DE GAULLE)	199	0	0	87	9	2	2	0	0	6	98	-1	243
CHARTERED FLIGHTS(ALL ROUTES)	1133	34	6	46	16	18	18	2	0	33	43	43	1123
SCHEDULED FLIGHTS(ALL ROUTES)	5412	29	11	88	8	3	1	0	0	4	91	3	5205
AIRPORT TOTAL	6545	63	17	81	9	6	4	0	0	9	83	10	6328

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1995

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	1453	0	4	91	7	1	1	0	0	1	92	1	1383	
ATHENS	361	4	1	68	13	12	6	0	0	11	65	16	368	
DUBLIN	1310	2	9	90	8	2	0	0	0	2	88	3	1331	
NEW YORK (JF KENNEDY)	1121	0	14	75	11	8	6	1	0	12	71	14	894	
PALMA DE MALLORCA	124	0	0	85	9	3	3	0	0	4	80	9	124	
PARIS (CHARLES DE GAULLE)	1457	1	8	92	5	2	1	0	0	0	91	1	1806	
CHARTERED FLIGHTS(ALL ROUTES)	60	15	13	62	13	10	15	0	0	19	43	57	110	
SCHEDULED FLIGHTS(ALL ROUTES)	35418	62	261	84	9	4	2	0	0	5	82	7	34383	
AIRPORT TOTAL	35478	77	274	84	9	4	2	0	0	5	82	7	34493	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1995

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	174	0	11	90	6	4	0	0	0	0	100	0	1	
DUBLIN	117	6	2	89	9	0	2	0	0	3	97	-2	125	
PALMA DE MALLORCA	89	2	4	67	11	12	8	1	0	21	59	26	92	
PARIS (CHARLES DE GAULLE)	176	0	6	94	3	2	1	0	0	-2	96	-2	204	
CHARTERED FLIGHTS(ALL ROUTES)	708	21	61	61	17	12	9	1	0	21	55	28	672	
SCHEDULED FLIGHTS(ALL ROUTES)	922	11	50	85	6	5	4	0	0	5	84	6	644	
AIRPORT TOTAL	1630	32	111	74	11	8	6	1	0	12	69	17	1316	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1995

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	517	0	15	89	8	2	1	0	0	2	91	0	464	
ATHENS	33	1	1	36	27	9	21	6	0	46	66	29	90	
DUBLIN	557	1	3	91	6	2	1	0	0	3	90	1	714	
NEW YORK (JF KENNEDY)	62	0	0	97	3	0	0	0	0	-5	81	17	120	
PALMA DE MALLORCA	552	7	23	51	16	13	16	3	1	38	37	54	578	
PARIS (CHARLES DE GAULLE)	480	0	2	91	6	2	0	0	0	0	90	1	477	
CHARTERED FLIGHTS(ALL ROUTES)	4853	50	246	50	15	16	15	3	1	36	43	44	4693	
SCHEDULED FLIGHTS(ALL ROUTES)	8760	34	158	87	8	3	2	0	0	4	86	3	8533	
AIRPORT TOTAL	13613	84	404	74	10	8	6	1	0	15	71	18	13226	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 1995

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 1994			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	232	0	0	83	9	6	2	0	0	5	91	3	276	
DUBLIN	478	14	1	87	8	3	2	0	0	7	80	8	536	
PALMA DE MALLORCA	116	1	4	61	9	14	14	1	1	28	64	23	103	
PARIS (CHARLES DE GAULLE)	11	1	0	45	18	18	18	0	0	29	92	5	273	
CHARTERED FLIGHTS(ALL ROUTES)	585	39	36	59	11	11	16	1	1	33	64	26	770	
SCHEDULED FLIGHTS(ALL ROUTES)	4205	27	51	86	8	4	2	0	0	4	85	6	3435	
AIRPORT TOTAL	4790	66	87	83	8	5	4	0	0	7	81	10	4205	