

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**October 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 OCTOBER 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	141	3	0	85	7	3	3	2	0	11	90	2	178
	BRITISH AIRWAYS PLC	S	106	0	0	74	13	5	7	2	0	20	83	7	104
<b>TOTAL BRUSSELS</b>			<b>247</b>	<b>3</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>4</b>	<b>283</b>
<b>TOTAL BELGIUM</b>			<b>247</b>	<b>3</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>4</b>	<b>283</b>
<b>BULGARIA</b>															
VARNA	MONARCH AIRLINES	C	4	0	0	0	25	25	50	0	0	57	0	0	0
<b>TOTAL VARNA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>77</b>	<b>3</b>
<b>TOTAL BULGARIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>48</b>	<b>7</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	75	25	0	0	0	0	3	75	17	4
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>17</b>	<b>4</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>17</b>	<b>4</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	10	1	0	70	0	20	10	0	0	16	86	5	7
	CYPRUS AIRWAYS	S	17	1	0	6	6	41	41	0	6	130	50	22	30
	EUROCYPRIA AIRLINES LTD	C	7	0	1	71	0	0	29	0	0	15	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	26	0	0	96	4	0	0	0	0	-4	63	28	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	40	10	50	0	0	69	0	0	0
<b>TOTAL LARNACA</b>			<b>70</b>	<b>2</b>	<b>3</b>	<b>54</b>	<b>9</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>54</b>	<b>21</b>	<b>70</b>
PAPHOS	BRITANNIA AIRWAYS	C	17	1	0	76	24	0	0	0	0	1	63	7	8
	CYPRUS AIRWAYS	S	10	0	0	20	20	20	40	0	0	52	60	15	5
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	63	13	25	0	0	0	14	50	18	8
<b>TOTAL PAPHOS</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>12</b>	<b>31</b>
<b>TOTAL CYPRUS</b>			<b>105</b>	<b>3</b>	<b>3</b>	<b>55</b>	<b>12</b>	<b>13</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>54</b>	<b>18</b>	<b>101</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	AB AIRLINES	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL PRAGUE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
BILLUND	NEWAIR AIR SERVICE	S	98	0	0	77	16	6	0	1	0	8	84	4	90
<b>TOTAL BILLUND</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>4</b>	<b>90</b>
COPENHAGEN	DUO AIRWAYS LTD	S	98	0	0	74	19	5	1	0	0	10	95	4	94
<b>TOTAL COPENHAGEN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>4</b>	<b>94</b>
<b>TOTAL DENMARK</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>4</b>	<b>184</b>
<b>FRANCE</b>															
LE HAVRE	EUROPEAN AIR CHARTER	C	16	0	0	38	25	13	6	19	0	48	0	0	0
<b>TOTAL LE HAVRE</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>24</b>	<b>12</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)										
LYON	DUO AIRWAYS LTD	S	57	0	5	81	7	9	2	2	0	8	88	-1	50
<b>TOTAL LYON</b>			<b>57</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>-1</b>	<b>52</b>
NICE	AIR OPERATIONS EUROPE	C	2	0	0	0	50	50	0	0	0	31	0	0	0
	BRITISH AIRWAYS PLC	S	16	0	0	88	6	6	0	0	0	4	94	3	18
<b>TOTAL NICE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>18</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	144	0	6	82	10	3	5	0	0	9	94	3	144
	BRITISH AIRWAYS PLC	S	322	0	6	86	5	5	4	0	0	6	95	0	240
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>466</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>1</b>	<b>384</b>
<b>TOTAL FRANCE</b>			<b>561</b>	<b>1</b>	<b>17</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>1</b>	<b>459</b>
<b>GERMANY</b>															
AUGSBURG/MUELHAUSEN	AUGSBURG AIRWAYS GMBH	S	34	0	2	97	0	3	0	0	0	3	0	0	0
<b>TOTAL AUGSBURG/MUELHAUSEN</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	172	1	0	91	3	5	1	0	0	4	95	1	166
	LUFTHANSA CITY LINE	S	79	0	3	65	16	10	9	0	0	19	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>251</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>270</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	160	0	0	78	9	8	5	0	0	12	87	5	157
	EUROPEAN AIR CHARTER	C	2	0	0	0	100	0	0	0	0	25	0	0	0
	LUFTHANSA	S	38	0	0	95	5	0	0	0	0	1	92	4	110
<b>TOTAL FRANKFURT MAIN</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>5</b>	<b>267</b>
HANOVER	BRITISH AIRWAYS PLC	S	44	0	0	80	14	7	0	0	0	7	83	3	40
<b>TOTAL HANOVER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>3</b>	<b>40</b>
MUNICH	BRITISH AIRWAYS PLC	S	62	0	0	87	10	0	3	0	0	0	90	0	62
	LUFTHANSA CITY LINE	S	12	0	0	83	0	8	8	0	0	11	0	0	0
<b>TOTAL MUNICH</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>0</b>	<b>62</b>
STUTTGART	DUO AIRWAYS LTD	S	94	0	1	77	12	6	5	0	0	12	90	4	50
<b>TOTAL STUTTGART</b>			<b>94</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>4</b>	<b>50</b>
<b>TOTAL GERMANY</b>			<b>698</b>	<b>1</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>5</b>	<b>776</b>
<b>GREECE</b>															
CORFU	BRITANNIA AB	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	25	0	1	76	12	4	8	0	0	9	52	77	25
	FIRST CHOICE AIRWAYS LTD	C	17	0	1	88	12	0	0	0	0	-10	46	38	13
	MY TRAVEL AIRWAYS UK	C	9	0	1	33	11	33	22	0	0	48	0	0	0
<b>TOTAL CORFU</b>			<b>53</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>51</b>	<b>58</b>
HERAKLION	BRITANNIA AIRWAYS	C	7	0	1	57	14	0	14	14	0	55	25	63	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	1	75	13	0	13	0	0	-2	83	-2	6
	MONARCH AIRLINES	C	9	0	1	100	0	0	0	0	0	-3	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	5	33	0	0	67	0	0	72	0	0	0
	TRANSAER	C	2	0	0	0	100	0	0	0	0	19	0	0	0
<b>TOTAL HERAKLION</b>			<b>34</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>12</b>	<b>3</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>47</b>	<b>49</b>	<b>34</b>
KAVALLA	BRITANNIA AIRWAYS	C	7	0	1	86	0	0	14	0	0	2	29	20	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (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 KAVALLA			7	0	1	86	0	0	14	0	0	2	64	6	14
KEFALLINIA	BRITANNIA AIRWAYS	C	7	0	1	86	0	14	0	0	10	56	27	9	
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	100	0	0	0	0	-18	100	-25	5	
TOTAL KEFALLINIA			14	0	2	93	0	7	0	0	-4	71	8	14	
KOS	BRITANNIA AIRWAYS	C	7	0	1	100	0	0	0	0	0	88	-1	16	
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	100	0	0	0	0	-4	100	-13	7	
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	14	29	14	0	37	0	0	0	
TOTAL KOS			22	0	2	82	5	9	5	0	11	79	3	33	
MITILINI	MY TRAVEL AIRWAYS UK	C	7	0	1	29	0	14	29	29	102	0	0	0	
TOTAL MITILINI			7	0	1	29	0	14	29	29	102	0	0	0	
RHODES	BRITANNIA AIRWAYS	C	14	1	3	93	0	7	0	0	-3	63	25	16	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	29	20	7	
	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	-4	0	0	0	
	MY TRAVEL AIRWAYS UK	C	9	0	1	33	0	44	22	0	50	0	0	0	
TOTAL RHODES			34	1	4	71	9	15	6	0	12	43	27	40	
SALONIKA	BRITANNIA AIRWAYS	C	14	0	1	93	7	0	0	0	-8	79	13	14	
TOTAL SALONIKA			14	0	1	93	7	0	0	0	-8	79	13	14	
SKIATHOS	LEISURE INTERNATIONAL	C	5	0	1	20	20	60	0	0	16	60	13	5	
TOTAL SKIATHOS			5	0	1	20	20	60	0	0	16	60	13	5	
ZAKINTHOS	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	-1	100	-4	9	
	FIRST CHOICE AIRWAYS LTD	C	5	0	1	100	0	0	0	0	-35	100	-22	4	
	MONARCH AIRLINES	C	4	0	0	50	0	50	0	0	26	0	0	0	
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	14	14	0	19	0	0	0	
TOTAL ZAKINTHOS			25	0	1	84	0	12	4	0	2	85	1	27	
TOTAL GREECE			215	1	24	74	7	9	8	1	0	12	61	26	246
IRISH REPUBLIC															
CORK	AER LINGUS	S	69	0	0	90	6	4	0	0	4	85	6	52	
	DUO AIRWAYS LTD	S	62	0	0	94	2	3	2	0	0	94	-2	36	
TOTAL CORK			131	0	0	92	4	4	1	0	2	89	3	88	
DUBLIN	AER LINGUS	S	252	1	0	93	3	2	2	0	2	90	4	279	
	RYANAIR	S	277	2	9	87	8	2	3	1	7	69	18	168	
	TRANSAER	C	2	0	0	100	0	0	0	0	8	0	0	0	
TOTAL DUBLIN			531	3	17	90	5	2	2	0	5	82	10	449	
TOTAL IRISH REPUBLIC			662	3	17	90	5	2	2	0	4	83	9	537	
ITALY															
MILAN (LINATE)	DUO AIRWAYS LTD	S	99	0	0	36	26	18	17	2	37	73	10	90	
TOTAL MILAN (LINATE)			99	0	0	36	26	18	17	2	37	73	10	90	
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	25	13	13	50	0	59	63	13	8	
TOTAL NAPLES			8	1	0	25	13	13	50	0	59	47	40	15	
ROME (FIUMICINO)	LUFTHANSA	S	24	0	0	83	13	4	0	0	8	0	0	0	

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1994		
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				Actual (7)	Plan (8)										
ROME (FIUMICINO)	LUFTHANSA CITY LINE	S	23	0	1	48	26	4	22	0	0	29	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>19</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>157</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>23</b>	<b>13</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>68</b>	<b>15</b>	<b>107</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	16	0	0	50	13	31	6	0	0	18	0	0	0
	AIR MALTA	C	9	1	1	67	11	11	11	0	0	16	67	20	24
	BRITANNIA AIRWAYS	C	15	0	1	67	20	13	0	0	0	10	56	17	9
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	-9	100	-12	8
<b>TOTAL MALTA</b>			<b>48</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>14</b>	<b>49</b>
<b>TOTAL MALTA</b>			<b>48</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>14</b>	<b>49</b>
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	211	0	1	82	7	8	4	0	0	8	85	8	205
	KLM	S	240	0	0	77	10	6	7	1	0	15	79	10	239
<b>TOTAL AMSTERDAM</b>			<b>451</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>444</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	84	0	4	73	17	2	6	2	0	17	50	7	4
<b>TOTAL EINDHOVEN</b>			<b>84</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>17</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>7</b>	<b>4</b>
<b>TOTAL NETHERLANDS</b>			<b>535</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>11</b>	<b>528</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR EUROPA	C	2	0	1	50	0	50	0	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	78	11	6	6	0	0	12	50	15	8
	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	-1	0	0	0
	EUROPEAN AIR CHARTER	C	3	0	1	100	0	0	0	0	0	-4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	-7	94	4	18
	LEISURE INTERNATIONAL	C	18	0	0	61	17	17	6	0	0	19	38	25	8
	MONARCH AIRLINES	C	26	0	0	42	27	19	8	4	0	32	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	30	10	10	0	46	0	0	0
<b>TOTAL FARO</b>			<b>101</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>21</b>	<b>100</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>101</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>21</b>	<b>100</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	60	10	10	20	0	0	25	0	0	0
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>-3</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>-3</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	8	20	59	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	30	43	10
	LEISURE INTERNATIONAL	C	10	0	0	0	20	40	40	0	0	59	58	24	12
	MONARCH AIRLINES	C	7	0	1	71	14	14	0	0	0	12	0	0	0
	SPANAIR	C	10	0	0	70	0	20	10	0	0	19	63	52	8
<b>TOTAL ALICANTE</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>11</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>49</b>	<b>46</b>	<b>61</b>
ALMERIA	BRITANNIA AIRWAYS	C	17	0	0	94	0	0	0	0	6	22	67	14	18
	SPANAIR	C	8	0	0	88	0	0	0	0	13	69	60	47	5

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				Actual (7)	Plan (8)										
<b>TOTAL ALMERIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>37</b>	<b>65</b>	<b>21</b>	<b>23</b>
BARCELONA	BRITISH AIRWAYS PLC	S	54	0	0	83	7	2	7	0	0	3	91	4	54
<b>TOTAL BARCELONA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>4</b>	<b>54</b>
GERONA	BRITANNIA AIRWAYS	C	7	1	1	100	0	0	0	0	0	-5	40	10	5
<b>TOTAL GERONA</b>			<b>7</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>40</b>	<b>10</b>	<b>5</b>
IBIZA	AIRWORLD AVIATION LTD	C	4	0	0	75	0	0	25	0	0	34	0	0	0
	BMI BRITISH MIDLAND	C	4	0	1	75	0	25	0	0	0	5	100	-6	6
	BRITANNIA AIRWAYS	C	37	0	4	81	8	11	0	0	0	4	60	24	42
	FIRST CHOICE AIRWAYS LTD	C	8	0	1	75	13	0	13	0	0	-5	67	21	9
	LEISURE INTERNATIONAL	C	10	0	1	60	0	20	10	10	0	43	63	80	8
	MY TRAVEL AIRWAYS UK	C	14	0	0	14	14	50	21	0	0	35	0	0	0
<b>TOTAL IBIZA</b>			<b>77</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>8</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>30</b>	<b>81</b>
MAHON	BRITANNIA AIRWAYS	C	21	2	2	81	14	5	0	0	0	6	43	20	23
	FIRST CHOICE AIRWAYS LTD	C	16	0	2	94	0	0	0	6	0	13	64	25	14
	LEISURE INTERNATIONAL	C	8	0	0	63	25	13	0	0	0	11	38	54	8
	MONARCH AIRLINES	C	12	0	0	42	50	8	0	0	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	29	14	0	0	0	10	0	0	0
<b>TOTAL MAHON</b>			<b>64</b>	<b>2</b>	<b>4</b>	<b>72</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>34</b>	<b>78</b>
MALAGA	BRITANNIA AIRWAYS	C	18	0	0	72	17	0	11	0	0	15	67	73	18
	BRITISH AIRWAYS PLC	S	26	0	0	88	4	8	0	0	0	3	93	-1	28
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	-7	100	-4	8
	LEISURE INTERNATIONAL	C	15	0	1	33	13	20	33	0	0	50	65	14	20
	MONARCH AIRLINES	C	10	0	0	10	20	60	10	0	0	39	0	0	0
	SPANAIR	C	8	0	0	100	0	0	0	0	0	2	33	60	6
<b>TOTAL MALAGA</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>25</b>	<b>102</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	C	10	0	0	80	0	0	20	0	0	25	0	0	0
	BRITANNIA AIRWAYS	C	74	1	5	78	4	12	5	0	0	8	37	64	86
	BRITISH AIRWAYS PLC	C	8	0	0	75	13	13	0	0	0	13	70	12	10
	FIRST CHOICE AIRWAYS LTD	C	41	1	4	95	0	2	2	0	0	-13	93	-8	41
	FUTURA AIRLINES	C	9	1	0	89	11	0	0	0	0	5	0	0	0
	LEISURE INTERNATIONAL	C	5	0	1	80	0	20	0	0	0	9	100	-10	3
	MONARCH AIRLINES	C	6	0	0	50	33	0	17	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	38	13	0	0	32	0	0	0
	SPANAIR	C	32	0	2	78	13	0	9	0	0	10	41	51	27
<b>TOTAL PALMA DE MALLORCA</b>			<b>193</b>	<b>3</b>	<b>12</b>	<b>79</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>40</b>	<b>207</b>
REUS	BRITANNIA AIRWAYS	C	7	0	0	71	0	0	29	0	0	21	0	81	5
	MY TRAVEL AIRWAYS UK	C	9	0	1	78	0	22	0	0	0	-3	0	0	0
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>81</b>	<b>5</b>
<b>TOTAL SPAIN</b>			<b>576</b>	<b>6</b>	<b>27</b>	<b>75</b>	<b>9</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>32</b>	<b>616</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	4	100	-3	10
	CENTENNIAL AIRLINES	C	8	0	0	0	25	38	38	0	0	56	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	63	10	8
	MONARCH AIRLINES	C	8	0	0	38	50	0	13	0	0	23	0	0	0

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				Actual (7)	Plan (8)										
ARRECIFE	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	20	0	0	0
<b>TOTAL ARRECIFE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>25</b>	<b>50</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	4	100	2	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	50	25	0	54	0	0	0	
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>26</b>	<b>88</b>	<b>5</b>	<b>16</b>	
LAS PALMAS	AIR EUROPA	C	10	0	0	60	20	20	0	0	13	0	0	0	
	BRITANNIA AIRWAYS	C	17	0	0	82	6	12	0	0	4	94	3	16	
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	91	9	0	0	0	-19	86	-5	14	
	LEISURE INTERNATIONAL	C	10	0	0	60	0	20	0	20	46	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	1	0	50	13	25	13	0	23	0	0	0	
	SPANAIR	C	10	0	0	100	0	0	0	0	2	44	69	9	
<b>TOTAL LAS PALMAS</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>10</b>	<b>75</b>	<b>26</b>	<b>69</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	19	0	0	74	5	11	0	11	34	81	8	26	
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	96	4	0	0	0	-5	59	21	17	
	FUTURA AIRLINES	C	8	0	0	63	38	0	0	0	1	0	0	0	
	LEISURE INTERNATIONAL	C	8	0	0	13	25	25	38	0	48	38	52	8	
	MONARCH AIRLINES	C	8	0	0	25	25	25	25	0	37	0	0	0	
	SPANAIR	C	17	0	0	47	18	24	0	12	37	40	64	15	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>86</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>21</b>	<b>49</b>	<b>32</b>	<b>108</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>212</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>18</b>	<b>60</b>	<b>27</b>	<b>243</b>	
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	LEISURE INTERNATIONAL	C	4	0	0	100	0	0	0	0	4	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	48	0	0	71	13	15	2	0	14	64	18	50	
<b>TOTAL BASLE MULHOUSE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>18</b>	<b>50</b>	
ZURICH	BRITISH AIRWAYS PLC	S	48	0	0	75	13	10	2	0	9	82	-7	61	
	SWISS AIRLINES	S	60	0	0	62	27	7	5	0	16	62	20	50	
<b>TOTAL ZURICH</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>6</b>	<b>111</b>	
<b>TOTAL SWITZERLAND</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>9</b>	<b>161</b>	
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	-8	50	28	10	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	-10	100	-3	10	
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	10	20	0	42	0	0	0	
<b>TOTAL MONASTIR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>27</b>	<b>30</b>	
<b>TOTAL TUNISIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>27</b>	<b>30</b>	
<b>TURKEY</b>															
ANTALYA	BRITANNIA AIRWAYS	C	8	0	1	88	13	0	0	0	3	100	4	8	
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	6	0	0	0	
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>7</b>	<b>16</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)										
DALAMAN	BRITANNIA AIRWAYS	C	8	0	1	88	13	0	0	0	0	-10	50	34	8
	FIRST CHOICE AIRWAYS LTD	C	17	0	1	76	12	12	0	0	0	-4	88	13	8
	MONARCH AIRLINES	C	7	0	1	57	0	29	14	0	0	24	0	0	0
	SUNWAYS	C	7	0	1	57	0	43	0	0	0	13	0	0	0
<b>TOTAL DALAMAN</b>			<b>39</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>8</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>33</b>	<b>24</b>
IZMIR (ADNAM MENDERES)	FIRST CHOICE AIRWAYS LTD	C	18	0	2	89	0	11	0	0	0	4	73	17	11
	MONARCH AIRLINES	C	9	0	0	33	33	22	11	0	0	31	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	1	0	33	33	33	0	0	59	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>36</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>17</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>33</b>	<b>29</b>
<b>TOTAL TURKEY</b>			<b>85</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>12</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>27</b>	<b>71</b>
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	C	8	0	0	0	13	0	88	0	0	96	0	0	0
<b>TOTAL ASHKHABAD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKMENISTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	54	0	0	91	7	0	2	0	0	8	87	7	52
<b>TOTAL ABERDEEN</b>			<b>54</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>8</b>	<b>85</b>	<b>12</b>	<b>53</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	185	2	2	97	1	1	2	0	0	0	87	9	213
	JERSEY EUROPEAN AIRWAYS	S	27	0	0	96	4	0	0	0	0	-1	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>212</b>	<b>2</b>	<b>2</b>	<b>97</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>213</b>
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	222	0	0	95	3	2	0	0	0	1	90	5	214
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>214</b>
BRISTOL	AIRWORLD AVIATION LTD	C	3	1	1	67	0	0	33	0	0	23	0	0	0
<b>TOTAL BRISTOL</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	BRITANNIA AB	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
EAST MIDLANDS	FLIGHTLINE LTD	S	37	0	5	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL EAST MIDLANDS</b>			<b>37</b>	<b>1</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>64</b>	<b>7</b>	<b>11</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	380	0	0	93	3	2	1	0	0	1	96	0	363
<b>TOTAL EDINBURGH</b>			<b>380</b>	<b>0</b>	<b>0</b>	<b>93</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>363</b>
GATWICK	FLIGHTLINE LTD	S	37	0	5	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL GATWICK</b>			<b>38</b>	<b>1</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>20</b>	<b>69</b>	<b>10</b>
GLASGOW	BRITISH AIRWAYS PLC	S	455	0	3	92	4	2	2	0	0	4	87	7	422
	BRITISH REGIONAL AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL GLASGOW</b>			<b>457</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>423</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	56	0	0	96	0	4	0	0	0	-4	89	4	61
	JERSEY EUROPEAN AIRWAYS	S	50	1	2	86	4	4	4	2	0	8	93	-1	44
<b>TOTAL GUERNSEY</b>			<b>106</b>	<b>1</b>	<b>2</b>	<b>92</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>2</b>	<b>105</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	106	0	0	93	4	2	1	0	0	3	87	10	104

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 ISLE OF MAN			106	0	0	93	4	2	1	0	0	3	87	10	104
JERSEY	BMI BRITISH MIDLAND	S	73	3	2	90	3	0	5	1	0	10	80	10	75
	JERSEY EUROPEAN AIRWAYS	S	23	1	3	78	4	9	9	0	0	8	73	16	22
	KLM UK LTD	C	4	0	4	75	25	0	0	0	0	15	50	43	10
TOTAL JERSEY			100	4	9	87	4	2	6	1	0	10	76	14	114
KIRKWALL	BRITISH AIRWAYS PLC	S	42	0	2	86	10	0	5	0	0	8	88	11	42
TOTAL KIRKWALL			42	0	2	86	10	0	5	0	0	8	88	11	42
MANCHESTER	BRITANNIA AIRWAYS	C	31	2	4	84	6	3	6	0	0	-2	0	0	0
TOTAL MANCHESTER			31	3	4	84	6	3	6	0	0	-2	83	4	24
NEWCASTLE	DUO AIRWAYS LTD	S	176	0	0	98	1	1	1	0	0	-2	90	5	167
TOTAL NEWCASTLE			176	0	0	98	1	1	1	0	0	-2	90	5	167
TOTAL UNITED KINGDOM			1966	17	33	93	3	2	2	0	0	2	88	6	1843
USA															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	98	2	0	0	0	0	-11	0	0	0
TOTAL CHICAGO (O'HARE)			62	0	0	98	2	0	0	0	0	-11	0	0	0
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	87	0	5	6	0	2	3	87	6	60
TOTAL NEW YORK (JF KENNEDY)			62	0	0	87	0	5	6	0	2	3	87	6	60
ORLANDO	BRITANNIA AIRWAYS	C	6	0	2	67	0	17	17	0	0	13	71	50	7
	LEISURE INTL AIRWAYS LTD	C	8	0	0	25	13	63	0	0	0	28	25	53	8
TOTAL ORLANDO			14	0	2	43	7	43	7	0	0	22	48	40	23
TOTAL USA			138	0	2	88	1	7	4	0	1	-1	76	15	83
TOTAL BIRMINGHAM			6723	40	148	82	8	6	4	0	0	9	80	11	6440



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>															
ORAN ES SENIA	AIR ALGERIE	C	12	0	0	67	0	17	0	17	0	47	0	0	0
<b>TOTAL ORAN ES SENIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ALGERIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	CALEDONIAN AIRWAYS	C	9	0	0	78	11	0	11	0	0	13	75	33	4
<b>TOTAL ANTIGUA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>20</b>	<b>16</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>20</b>	<b>16</b>
<b>AUSTRIA</b>															
GRAZ	AIR OPERATIONS EUROPE	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL GRAZ</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>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
LINZ	AIRWORLD AVIATION LTD	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	25	0	0	0
<b>TOTAL LINZ</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	<b>4</b>
SALZBURG	LAUDA-AIR	S	66	0	0	76	12	9	0	0	3	22	0	0	0
<b>TOTAL SALZBURG</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>33</b>	<b>63</b>	<b>3</b>
<b>VIENNA</b>															
	ALL LEISURE AIRLINES LTD	C	6	0	1	83	17	0	0	0	0	4	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	123	0	1	70	18	7	4	0	1	17	84	5	124
	LAUDA-AIR	S	34	2	0	59	29	0	12	0	0	19	75	4	16
	MONARCH AIRLINES	C	18	0	0	44	17	17	22	0	0	33	0	0	0
	TRANSAER	C	12	0	0	50	17	25	8	0	0	23	0	0	0
<b>TOTAL VIENNA</b>			<b>193</b>	<b>2</b>	<b>2</b>	<b>65</b>	<b>20</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>78</b>	<b>8</b>	<b>158</b>
<b>TOTAL AUSTRIA</b>			<b>267</b>	<b>3</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>78</b>	<b>9</b>	<b>165</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	10	0	0	10	30	0	60	0	0	63	50	23	10
	BRITISH AIRWAYS (EURO OPS) LG	S	17	1	0	76	18	6	0	0	0	2	0	0	0
<b>TOTAL BAKU</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>4</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>23</b>	<b>10</b>
<b>TOTAL AZERBAIJAN</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>4</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>23</b>	<b>10</b>
<b>BAHAMAS</b>															
NASSAU	BRITISH AIRWAYS PLC	S	6	1	1	83	17	0	0	0	0	2	0	0	0
<b>TOTAL NASSAU</b>			<b>6</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>17</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 BAHAMAS</b>			<b>6</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>17</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>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	17	0	0	71	12	12	6	0	0	13	88	3	8
	CALEDONIAN AIRWAYS	C	14	0	0	57	21	7	14	0	0	22	63	30	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	0	17	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>17</b>	<b>38</b>
<b>TOTAL BARBADOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>17</b>	<b>38</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	100	0	0	0	0	0	-7	0	0	0
TOTAL MINSK			18	0	0	100	0	0	0	0	0	-7	0	0	0
TOTAL BELARUS			18	0	0	100	0	0	0	0	0	-7	0	0	0
<b>BELGIUM</b>															
ANTWERP	CITY FLYER EXPRESS	S	171	1	7	75	12	9	4	1	0	14	63	24	173
TOTAL ANTWERP			171	1	7	75	12	9	4	1	0	14	63	24	173
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	217	0	5	88	7	2	2	0	0	6	94	2	217
TOTAL BRUSSELS			217	0	5	88	7	2	2	0	0	6	94	2	217
TOTAL BELGIUM			388	1	12	82	9	5	3	1	0	9	81	12	390
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	26	0	0	92	0	8	0	0	0	-2	85	6	26
TOTAL BERMUDA			26	0	0	92	0	8	0	0	0	-2	85	6	26
TOTAL BERMUDA			26	0	0	92	0	8	0	0	0	-2	85	6	26
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	4	0	0	0	25	50	25	0	0	42	0	0	0
TOTAL BURGAS			4	0	0	0	25	50	25	0	0	42	0	40	4
SOFIA	BRITISH AIRWAYS (EURO OPS) LG	S	28	0	0	79	21	0	0	0	0	-1	85	2	26
TOTAL SOFIA			28	0	0	79	21	0	0	0	0	-1	85	2	26
TOTAL BULGARIA			32	0	0	69	22	6	3	0	0	4	65	19	37
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	9	0	1	11	33	33	22	0	0	45	0	0	0
TOTAL DOUALA			9	0	1	11	33	33	22	0	0	45	0	0	0
TOTAL CAMEROON			9	0	1	11	33	33	22	0	0	45	0	0	0
<b>CANADA</b>															
TORONTO	AIR CLUB INTERNATIONAL	C	10	0	0	60	20	10	10	0	0	18	0	0	0
	AIR TRANSAT	C	23	0	2	78	0	4	17	0	0	19	67	20	39
	CANADA 3000 AIRLINES	C	16	0	0	100	0	0	0	0	0	-11	72	5	18
TOTAL TORONTO			49	0	2	82	4	4	10	0	0	9	68	14	63
VANCOUVER	AIR CLUB INTERNATIONAL	C	8	0	0	0	0	0	63	38	0	151	70	-14	10
	AIR TRANSAT	C	4	0	0	25	50	25	0	0	0	26	0	0	0
TOTAL VANCOUVER			12	0	0	8	17	8	42	25	0	109	67	37	15
TOTAL CANADA			62	1	2	68	6	5	16	5	0	29	67	19	79
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	10	0	0	70	30	0	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	5	0	0	20	0	20	60	0	0	60	0	0	0
TOTAL GRAND CAYMAN			15	0	0	53	20	7	20	0	0	25	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 CAYMAN ISLANDS			15	0	0	53	20	7	20	0	0	25	0	0	0
CROATIA															
SPLIT	CROATIA AIRLINES	C	8	0	0	75	0	0	25	0	0	18	0	0	0
TOTAL SPLIT			8	0	0	75	0	0	25	0	0	18	0	0	0
TOTAL CROATIA			9	0	1	67	0	0	33	0	0	25	100	3	3
CUBA															
CAMAGUEY	LEISURE INTL AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	39	0	0	0
TOTAL CAMAGUEY			2	0	0	0	50	50	0	0	0	39	0	0	0
VARADERO	LEISURE INTL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	14	75	12	4
TOTAL VARADERO			2	0	0	100	0	0	0	0	0	14	73	9	11
TOTAL CUBA			4	0	0	50	25	25	0	0	0	26	80	5	15
CYPRUS															
LARNACA	CYPRUS AIRWAYS	S	28	0	0	29	21	11	32	7	0	70	50	25	60
	FIRST CHOICE AIRWAYS LTD	S	59	0	1	73	12	10	5	0	0	8	50	30	32
TOTAL LARNACA			88	3	1	58	15	10	14	3	0	31	50	27	92
PAPHOS	CYPRUS AIRWAYS	S	24	0	0	46	8	21	25	0	0	41	39	119	23
	FIRST CHOICE AIRWAYS LTD	S	43	0	1	88	9	0	2	0	0	-5	68	12	28
TOTAL PAPHOS			67	1	1	73	9	7	10	0	0	12	55	60	51
TOTAL CYPRUS			155	4	2	65	12	9	12	2	0	23	52	39	143
CZECH REPUBLIC															
PRAGUE	MONARCH AIRLINES	C	8	0	0	75	13	0	13	0	0	4	0	0	0
TOTAL PRAGUE			8	0	0	75	13	0	13	0	0	4	0	70	5
TOTAL CZECH REPUBLIC			9	0	0	78	11	0	11	0	0	2	0	70	5
DENMARK															
BILLUND	AIR FOYLE PASSENGER AIRLINES	C	3	0	1	33	33	0	0	33	0	127	0	0	0
	MAERSK AIR	S	124	0	0	62	24	10	3	0	0	16	82	9	122
TOTAL BILLUND			127	0	1	61	24	10	3	1	0	19	82	9	122
COPENHAGEN	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	50	25	0	0	25	0	87	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	123	0	1	70	21	7	2	0	0	12	86	7	124
	MAERSK AIR	S	53	0	0	62	19	17	2	0	0	16	73	12	104
TOTAL COPENHAGEN			180	0	1	67	21	9	2	1	0	15	80	9	230
TOTAL DENMARK			307	0	2	65	22	10	3	1	0	17	81	9	352
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	15	0	0	87	0	7	7	0	0	5	100	-12	7
	LEISURE INTL AIRWAYS LTD	C	5	0	0	60	20	20	0	0	0	-29	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	12	75	-6	8
TOTAL PUERTO PLATA			28	0	0	71	7	18	4	0	0	1	87	-9	15
SANTO DOMINGO	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-7	80	-3	5

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 SANTO DOMINGO			4	0	0	100	0	0	0	0	0	-7	80	-3	5
TOTAL DOMINICAN REPUBLIC			32	0	0	75	6	16	3	0	0	0	85	-7	20
EGYPT															
ASWAN	EXCALIBUR AIRWAYS	C	4	0	1	50	0	25	25	0	0	31	0	0	0
	MONARCH AIRLINES	C	3	0	0	33	33	0	33	0	0	42	0	0	0
TOTAL ASWAN			7	0	1	43	14	14	29	0	0	36	0	0	0
CAIRO	EXCALIBUR AIRWAYS	C	9	0	0	56	22	0	22	0	0	30	0	0	0
TOTAL CAIRO			9	0	0	56	22	0	22	0	0	30	50	27	4
HURGHADA	EXCALIBUR AIRWAYS	C	6	0	0	83	0	0	17	0	0	20	88	7	8
	MONARCH AIRLINES	C	8	0	0	13	63	0	0	0	25	126	0	0	0
TOTAL HURGHADA			14	0	0	43	36	0	7	0	14	81	88	7	8
LUXOR	BRITANNIA AIRWAYS	C	10	0	0	80	10	0	10	0	0	12	0	0	0
	EXCALIBUR AIRWAYS	C	8	0	0	63	13	0	25	0	0	34	25	73	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	23	0	0	0
	MONARCH AIRLINES	C	8	0	1	88	13	0	0	0	0	4	80	8	10
TOTAL LUXOR			36	0	1	75	11	0	14	0	0	18	55	33	22
SHARM EL SHEIKH (OPHIRA)	EXCALIBUR AIRWAYS	C	6	0	0	33	0	17	50	0	0	64	38	32	8
	MONARCH AIRLINES	C	3	0	0	33	33	0	33	0	0	27	75	1	8
	TRANSAER	C	7	0	0	43	29	29	0	0	0	23	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			17	0	0	35	18	18	24	6	0	51	56	17	16
TOTAL EGYPT			83	0	2	57	18	5	17	1	2	38	60	23	50
FINLAND															
HELSINKI	BRITANNIA AB	S	43	0	0	74	12	9	5	0	0	15	0	0	0
	FINNAIR	S	12	0	0	67	25	8	0	0	0	8	0	0	0
	LEISURE INTERNATIONAL	C	18	0	0	56	6	22	17	0	0	26	0	0	0
TOTAL HELSINKI			73	1	0	68	12	12	7	0	0	16	0	0	0
TOTAL FINLAND			73	1	0	68	12	12	7	0	0	16	0	0	0
FRANCE															
AJACCIO	GB AIRWAYS LTD	C	3	0	0	33	0	33	0	33	0	78	100	-1	4
	KLM UK LTD	C	2	0	0	50	0	50	0	0	0	25	100	-5	2
	MONARCH AIRLINES	C	4	0	0	50	50	0	0	0	0	19	100	3	2
TOTAL AJACCIO			9	0	0	44	22	22	0	11	0	40	80	13	10
BASTIA	GB AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	24	0	0	0
TOTAL BASTIA			2	0	0	50	0	50	0	0	0	24	0	143	2
BEAUVAIS	EUROPEAN AIR CHARTER	C	3	0	1	67	0	0	33	0	0	32	0	0	0
TOTAL BEAUVAIS			3	0	1	67	0	0	33	0	0	32	0	0	0
BORDEAUX	AIR INTER EUROPE	S	60	0	0	95	2	2	2	0	0	-2	0	0	0
	AIR LIB	S	15	1	0	80	13	7	0	0	0	5	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	117	0	1	79	8	10	3	0	0	9	0	0	0
TOTAL BORDEAUX			192	1	1	84	6	7	3	0	0	5	92	9	120

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Reporting Airport: GATWICK (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BREST	BRIT AIR	S	61	0	1	92	3	2	3	0	0	6	85	8	62
<b>TOTAL BREST</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>62</b>
CALVI	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	-9	0	214	2	
	GB AIRWAYS LTD	C	7	0	1	43	14	14	29	0	42	0	0	0	
<b>TOTAL CALVI</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>9</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>23</b>	<b>33</b>	<b>50</b>	<b>12</b>	
FIGARI	EUROPEAN AIR CHARTER	C	2	0	0	0	0	0	100	0	79	0	0	0	
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	9	100	-4	2	
<b>TOTAL FIGARI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>44</b>	<b>100</b>	<b>2</b>	<b>6</b>	
LYON	AIR LIBERTE/ TAT EUROPEAN ALN	S	59	0	3	81	2	12	5	0	11	77	16	109	
<b>TOTAL LYON</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>16</b>	<b>109</b>	
MARSEILLE	AIR FRANCE	S	32	0	4	81	9	9	0	0	4	0	0	0	
	AIR LIBERTE/ TAT EUROPEAN ALN	S	176	0	4	80	11	5	5	0	9	84	7	173	
	LEISURE INTERNATIONAL	C	6	0	0	67	17	17	0	0	8	0	0	0	
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	13	0	0	0	
<b>TOTAL MARSEILLE</b>			<b>216</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>176</b>	
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	2	70	15	10	2	3	21	74	12	62	
<b>TOTAL MONTPELLIER</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>21</b>	<b>74</b>	<b>12</b>	<b>62</b>	
NANTES	BRIT AIR	S	121	0	3	76	13	9	2	0	12	73	11	70	
<b>TOTAL NANTES</b>			<b>121</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>118</b>	
NICE	AIR OPERATIONS EUROPE	C	2	0	0	50	0	0	50	0	74	0	0	0	
	BRITISH AIRWAYS (EURO OPS) LG	S	35	0	1	54	23	20	3	0	16	63	17	38	
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	8	0	17	1	
	EXCALIBUR AIRWAYS	C	2	0	0	50	0	0	50	0	50	100	5	3	
	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	-21	0	0	0	
<b>TOTAL NICE</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>20</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>20</b>	<b>53</b>	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS (EURO OPS) LG	S	338	1	7	86	7	4	4	0	7	87	5	428	
	CAMEROON AIRLINES	S	9	0	1	22	44	22	11	0	30	0	0	0	
	EUROPEAN AIR CHARTER	C	6	0	1	83	17	0	0	0	-2	0	66	2	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>353</b>	<b>2</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>452</b>	
PERPIGNAN	BRITISH AIRWAYS (EURO OPS) LG	S	8	0	0	63	13	25	0	0	16	90	11	10	
<b>TOTAL PERPIGNAN</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>16</b>	<b>90</b>	<b>11</b>	<b>10</b>	
PONTOISE	AIGLE AZUR	S	91	0	7	86	4	1	9	0	11	97	4	88	
<b>TOTAL PONTOISE</b>			<b>91</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>97</b>	<b>4</b>	<b>88</b>	
RENNES	BRIT AIR	S	106	0	0	83	9	4	4	0	9	81	10	116	
<b>TOTAL RENNES</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>24</b>	<b>120</b>	
TOULOUSE (BLAGNAC)	AERIS	C	2	0	1	100	0	0	0	0	-1	0	0	0	
	AIR LIB	S	12	0	0	42	25	25	8	0	25	0	0	0	
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	85	6	2	7	0	10	94	1	124	
	TRANSAER	C	2	0	0	100	0	0	0	0	-2	0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>140</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>1</b>	<b>124</b>	
<b>TOTAL FRANCE</b>			<b>1481</b>	<b>6</b>	<b>42</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	<b>1683</b>	

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			MATCHED	Actual (7)											Plan (8)
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	13	48	27	29
TOTAL BANJUL			8	0	0	50	38	13	0	0	0	13	49	24	35
TOTAL GAMBIA			8	0	0	50	38	13	0	0	0	13	49	24	35
<b>GERMANY</b>															
BREMEN	DEUTSCHE BA	S	18	0	0	89	11	0	0	0	0	5	0	0	0
TOTAL BREMEN			18	0	0	89	11	0	0	0	0	5	0	0	0
DUSSELDORF	CITY FLYER EXPRESS	S	125	1	0	46	26	24	4	0	0	20	71	15	65
TOTAL DUSSELDORF			125	1	0	46	26	24	4	0	0	20	71	15	65
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	177	0	2	89	7	3	1	0	0	3	88	5	186
TOTAL FRANKFURT MAIN			177	3	2	89	7	3	1	0	0	3	83	7	248
HAMBURG	TRANSAER	C	9	0	0	67	0	22	11	0	0	19	0	0	0
TOTAL HAMBURG			9	0	0	67	0	22	11	0	0	19	58	33	12
MUNICH	DEUTSCHE BA	S	124	0	0	69	11	16	3	0	0	16	0	0	0
TOTAL MUNICH			125	0	0	70	11	16	3	0	0	16	69	14	36
PADERBORN	EUROWINGS LUFTVERKEHRS	S	61	1	2	34	28	28	10	0	0	27	73	10	62
TOTAL PADERBORN			61	1	2	34	28	28	10	0	0	27	73	10	62
TOTAL GERMANY			515	5	4	67	15	14	3	0	0	14	78	10	425
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	67	2	1	69	19	7	4	0	0	11	73	13	102
TOTAL GIBRALTAR			67	2	1	69	19	7	4	0	0	11	73	13	102
TOTAL GIBRALTAR			67	2	1	69	19	7	4	0	0	11	73	13	102
<b>GREECE</b>															
ATHENS	AIR FOYLE PASSENGER AIRLINES	C	25	0	1	56	12	24	8	0	0	19	0	0	0
	AIR OPERATIONS EUROPE	C	2	0	0	50	50	0	0	0	0	17	0	127	1
	BRITANNIA AIRWAYS	C	8	0	0	63	0	25	13	0	0	23	70	25	10
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	52	18	15	16	0	0	26	37	28	62
	CALEDONIAN AIRWAYS	C	6	0	2	67	0	0	33	0	0	50	25	90	8
	EXCALIBUR AIRWAYS	C	9	0	0	44	11	11	33	0	0	37	0	108	1
	LEISURE INTERNATIONAL	C	9	0	0	22	11	56	11	0	0	38	21	82	14
	MONARCH AIRLINES	C	36	0	1	58	14	17	6	6	0	24	26	46	46
	STERLING EUROPEAN AIRLINES	C	11	0	0	45	36	0	0	18	0	45	0	0	0
	TRANSAER	C	4	0	0	50	0	25	25	0	0	48	100	4	1
	VIRGIN ATLANTIC AIRWAYS LTD	S	48	0	0	85	8	6	0	0	0	1	0	0	0
TOTAL ATHENS			221	0	4	60	14	15	10	2	0	22	42	42	257
CHANIA	FIRST CHOICE AIRWAYS LTD	C	9	0	1	33	22	33	11	0	0	25	29	16	7
	LEISURE INTERNATIONAL	C	4	0	0	100	0	0	0	0	0	5	57	26	7
	MONARCH AIRLINES	C	16	1	0	31	31	31	6	0	0	29	17	62	6
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	14	14	29	0	0	29	0	0	0
TOTAL CHANIA			36	1	1	42	22	25	11	0	0	25	35	32	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	ALL LEISURE AIRLINES LTD	C	5	0	0	80	0	20	0	0	0	6	0	0	0
	BMI BRITISH MIDLAND	C	6	0	0	100	0	0	0	0	-10	0	0	0	
	BRITANNIA AIRWAYS	C	44	0	1	73	23	5	0	0	6	74	11	38	
	CALEDONIAN AIRWAYS	C	4	0	5	75	25	0	0	0	2	100	2	6	
	FIRST CHOICE AIRWAYS LTD	C	33	0	3	79	6	0	9	6	9	77	2	30	
	GB AIRWAYS LTD	C	2	0	0	100	0	0	0	0	-7	0	0	0	
	LEISURE INTERNATIONAL	C	16	0	1	69	13	6	13	0	14	59	22	17	
	MONARCH AIRLINES	C	19	0	1	89	11	0	0	0	-2	62	23	37	
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	12	24	6	0	22	0	0	0	
	TRANSAER	C	5	0	0	60	20	0	20	0	23	0	0	0	
<b>TOTAL CORFU</b>			<b>151</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>68</b>	<b>17</b>	<b>149</b>	
HERAKLION	AIR OPERATIONS EUROPE	C	2	0	0	50	50	0	0	0	14	0	0	0	
	AIRWORLD AVIATION LTD	C	2	0	0	0	50	50	0	0	29	0	0	0	
	BRITANNIA AB	C	2	0	0	100	0	0	0	0	4	0	0	0	
	BRITANNIA AIRWAYS	C	24	0	0	54	17	13	17	0	30	80	7	15	
	CALEDONIAN AIRWAYS	C	11	0	0	91	9	0	0	0	6	42	40	12	
	EXCALIBUR AIRWAYS	C	2	0	0	100	0	0	0	0	-2	43	24	7	
	FIRST CHOICE AIRWAYS LTD	C	25	1	3	36	12	36	16	0	28	44	28	36	
	LEISURE INTERNATIONAL	C	16	0	0	81	13	6	0	0	6	31	33	13	
	MONARCH AIRLINES	C	20	0	1	60	35	5	0	0	10	42	30	12	
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	29	0	0	10	0	0	0	
<b>TOTAL HERAKLION</b>			<b>113</b>	<b>1</b>	<b>7</b>	<b>58</b>	<b>18</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>50</b>	<b>122</b>	
KALAMATA	FIRST CHOICE AIRWAYS LTD	C	7	0	1	71	29	0	0	0	10	40	127	5	
	MONARCH AIRLINES	C	5	0	1	60	40	0	0	0	13	0	58	4	
<b>TOTAL KALAMATA</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>18</b>	<b>107</b>	<b>11</b>	
KAVALLA	BRITANNIA AIRWAYS	C	7	0	0	71	14	0	14	0	15	43	20	7	
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	50	0	0	0	13	0	0	0	
<b>TOTAL KAVALLA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>35</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>11</b>	<b>16</b>	
KEFALLINIA	AIR FOYLE PASSENGER AIRLINES	C	8	0	1	63	0	0	25	13	59	0	0	0	
	BRITANNIA AIRWAYS	C	14	0	0	64	7	29	0	0	15	81	10	16	
	CALEDONIAN AIRWAYS	C	2	0	0	0	100	0	0	0	25	100	-12	2	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	9	100	-14	7	
	LEISURE INTERNATIONAL	C	2	0	0	50	0	0	50	0	64	33	105	6	
	MONARCH AIRLINES	C	9	1	1	100	0	0	0	0	1	0	0	0	
<b>TOTAL KEFALLINIA</b>			<b>44</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>21</b>	<b>72</b>	<b>20</b>	<b>39</b>	
KOS	BRITANNIA AIRWAYS	C	11	0	0	73	9	18	0	0	10	63	21	16	
	CALEDONIAN AIRWAYS	C	11	0	0	36	27	9	18	9	50	50	18	10	
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	92	0	8	0	0	0	72	43	18	
	MONARCH AIRLINES	C	22	1	3	27	18	32	14	9	53	69	19	16	
<b>TOTAL KOS</b>			<b>56</b>	<b>1</b>	<b>3</b>	<b>52</b>	<b>14</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>33</b>	<b>58</b>	<b>33</b>	<b>83</b>	
MIKONOS	GB AIRWAYS LTD	C	3	0	1	67	33	0	0	0	8	0	45	2	
<b>TOTAL MIKONOS</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>45</b>	<b>2</b>	
MITILINI	BRITANNIA AIRWAYS	C	9	0	0	67	22	11	0	0	16	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	3	0	1	33	0	67	0	0	33	0	26	3	
	MY TRAVEL AIRWAYS UK	C	7	0	0	0	43	43	14	0	42	0	0	0	

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 MITILINI</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>26</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>40</b>	<b>20</b>	<b>10</b>
<b>PREVEZA</b>	AIR OPERATIONS EUROPE	C	2	0	0	50	0	50	0	0	0	23	0	23	3
	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	-1	20	69	5
	CALEDONIAN AIRWAYS	C	10	0	0	70	20	10	0	0	0	14	80	2	5
	FIRST CHOICE AIRWAYS LTD	C	5	0	1	100	0	0	0	0	0	-27	100	-12	6
	LEISURE INTERNATIONAL	C	3	0	0	100	0	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	7	0	1	86	14	0	0	0	0	0	0	0	0
<b>TOTAL PREVEZA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>24</b>	<b>27</b>
<b>RHODES</b>	AIR OPERATIONS EUROPE	C	3	0	0	67	33	0	0	0	0	-2	0	0	0
	BRITANNIA AIRWAYS	C	33	0	0	76	12	9	3	0	0	5	48	24	52
	CALEDONIAN AIRWAYS	C	13	1	1	69	8	8	15	0	0	32	33	47	12
	FIRST CHOICE AIRWAYS LTD	C	18	0	2	56	17	11	17	0	0	24	73	12	15
	MONARCH AIRLINES	C	13	0	1	85	0	0	15	0	0	8	50	22	16
	MY TRAVEL AIRWAYS UK	C	16	0	1	44	13	38	6	0	0	29	0	0	0
<b>TOTAL RHODES</b>			<b>96</b>	<b>1</b>	<b>5</b>	<b>67</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>46</b>	<b>30</b>	<b>147</b>
<b>SALONIKA</b>	AIR FOYLE PASSENGER AIRLINES	C	4	0	1	75	0	25	0	0	0	14	0	0	0
	BRITANNIA AB	C	2	0	0	50	0	0	0	50	0	143	0	0	0
	BRITANNIA AIRWAYS	C	14	0	0	57	29	14	0	0	0	11	50	18	14
	CALEDONIAN AIRWAYS	C	2	0	0	0	50	50	0	0	0	31	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	100	-5	1
	LEISURE INTERNATIONAL	C	2	0	1	100	0	0	0	0	0	-2	50	14	2
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	-3	0	0	0
	MY TRAVEL AIRWAYS UK	C	5	0	1	60	20	20	0	0	0	13	0	0	0
<b>TOTAL SALONIKA</b>			<b>41</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>21</b>	<b>31</b>
<b>SAMOS</b>	MONARCH AIRLINES	C	9	0	1	33	22	33	11	0	0	25	71	-7	7
<b>TOTAL SAMOS</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>22</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>-7</b>	<b>7</b>
<b>SKIATHOS</b>	AIR FOYLE PASSENGER AIRLINES	C	4	2	2	50	25	25	0	0	0	24	0	0	0
	EXCALIBUR AIRWAYS	C	5	0	0	80	20	0	0	0	0	1	25	37	8
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	100	0	0	0	0	0	-11	100	-8	6
	GB AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	1	25	50	8
	LEISURE INTERNATIONAL	C	6	1	1	67	33	0	0	0	0	9	67	-3	3
	MONARCH AIRLINES	C	7	0	2	57	14	29	0	0	0	20	14	25	7
<b>TOTAL SKIATHOS</b>			<b>32</b>	<b>3</b>	<b>6</b>	<b>75</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>39</b>	<b>30</b>	<b>36</b>
<b>THIRA (SANTORINI)</b>	EXCALIBUR AIRWAYS	C	7	1	0	14	29	43	14	0	0	40	33	30	9
<b>TOTAL THIRA (SANTORINI)</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>33</b>	<b>30</b>	<b>9</b>
<b>ZAKINTHOS</b>	AIR FOYLE PASSENGER AIRLINES	C	6	0	0	67	0	0	0	33	0	82	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	61	17	11	11	0	0	26	89	4	18
	CALEDONIAN AIRWAYS	C	9	2	1	33	22	22	22	0	0	36	88	3	8
	FIRST CHOICE AIRWAYS LTD	C	14	0	2	79	14	7	0	0	0	-1	73	1	15
	LEISURE INTERNATIONAL	C	4	0	0	50	25	0	25	0	0	37	88	7	8
	MONARCH AIRLINES	C	11	1	2	64	0	36	0	0	0	9	100	10	2
	MY TRAVEL AIRWAYS UK	C	18	0	0	44	39	11	0	6	0	25	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>80</b>	<b>3</b>	<b>5</b>	<b>58</b>	<b>19</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>10</b>	<b>68</b>
<b>TOTAL GREECE</b>			<b>969</b>	<b>13</b>	<b>54</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>32</b>	<b>1048</b>



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>GRENADA</b>																
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	65	24	6	6	0	0	14	64	6	11	
	CALEDONIAN AIRWAYS	C	4	0	0	25	50	0	25	0	0	36	100	-17	4	
<b>TOTAL GRENADA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>0</b>	<b>15</b>	
<b>TOTAL GRENADA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>0</b>	<b>15</b>	
<b>ICELAND</b>																
KEFLAVIK	AIR FOYLE PASSENGER AIRLINES	C	13	0	0	15	8	46	31	0	0	62	0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>14</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>14</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>14</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>14</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>INDIA</b>																
GOA	BRITANNIA AIRWAYS	C	7	0	1	57	29	0	14	0	0	28	0	0	0	
	CALEDONIAN AIRWAYS	C	14	1	0	36	29	29	0	7	0	26	52	47	21	
	MONARCH AIRLINES	C	10	0	1	70	0	10	20	0	0	10	28	76	18	
<b>TOTAL GOA</b>			<b>31</b>	<b>1</b>	<b>2</b>	<b>52</b>	<b>19</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>41</b>	<b>61</b>	<b>39</b>	
TRIVANDRUM	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	4	0	0	0	
<b>TOTAL TRIVANDRUM</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL INDIA</b>			<b>35</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>61</b>	<b>39</b>	
<b>INDONESIA</b>																
BALI INTERNATIONAL	GARUDA INDONESIA	S	18	0	0	28	33	11	6	17	6	79	40	126	5	
<b>TOTAL BALI INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>79</b>	<b>40</b>	<b>126</b>	<b>5</b>	
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	8	0	0	25	13	25	25	0	13	93	22	95	23	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>22</b>	<b>95</b>	<b>23</b>	
<b>TOTAL INDONESIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>15</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>84</b>	<b>25</b>	<b>101</b>	<b>28</b>	
<b>IRISH REPUBLIC</b>																
CORK	CITY FLYER EXPRESS	S	70	0	1	79	13	3	6	0	0	10	0	0	0	
<b>TOTAL CORK</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUBLIN	CITY FLYER EXPRESS	S	243	0	5	78	11	10	2	0	0	9	74	16	250	
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	30	0	0	0	
	RYANAIR	S	193	0	5	83	6	8	3	0	0	10	67	19	165	
	TRANSAER	C	2	0	0	50	0	0	50	0	0	46	0	0	0	
<b>TOTAL DUBLIN</b>			<b>440</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>17</b>	<b>415</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>510</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>17</b>	<b>415</b>	
<b>ISRAEL</b>																
OVDA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	4	0	0	0	
<b>TOTAL OVDA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>8</b>	
TEL AVIV	ALL LEISURE AIRLINES LTD	C	8	0	0	0	38	38	13	13	0	62	0	0	0	
	BRITISH AIRWAYS PLC	S	58	0	0	55	29	12	3	0	0	16	0	0	0	
	CALEDONIAN AIRWAYS	C	4	0	0	25	25	0	25	0	25	251	0	0	0	
	EL AL	C	4	0	0	100	0	0	0	0	0	4	75	10	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)										
TEL AVIV	EXCALIBUR AIRWAYS	C	22	0	1	27	14	23	27	9	0	61	81	31	27
	FIRST CHOICE AIRWAYS LTD	C	22	1	1	23	9	23	45	0	0	51	56	31	16
	MONARCH AIRLINES	C	52	0	1	19	21	33	27	0	0	45	38	26	26
<b>TOTAL TEL AVIV</b>			<b>170</b>	<b>1</b>	<b>3</b>	<b>34</b>	<b>22</b>	<b>22</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>75</b>	<b>15</b>	<b>137</b>
<b>TOTAL ISRAEL</b>			<b>174</b>	<b>1</b>	<b>3</b>	<b>35</b>	<b>22</b>	<b>21</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>42</b>	<b>76</b>	<b>14</b>	<b>145</b>
<b>ITALY</b>															
BOLOGNA	ALITALIA	S	62	0	0	60	15	15	8	2	2	29	0	0	0
	BRITISH WORLD AIRLINES LTD	C	13	0	3	31	15	31	23	0	0	48	0	0	0
	GB AIRWAYS LTD	C	2	2	0	50	0	50	0	0	0	22	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	54	82	14	11
	TRANSAER	C	2	0	0	0	50	50	0	0	0	32	0	0	0
<b>TOTAL BOLOGNA</b>			<b>81</b>	<b>2</b>	<b>3</b>	<b>53</b>	<b>15</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>82</b>	<b>14</b>	<b>11</b>
BRINDISI	EXCALIBUR AIRWAYS	C	2	0	0	50	50	0	0	0	0	15	25	56	4
<b>TOTAL BRINDISI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>25</b>	<b>56</b>	<b>4</b>
CATANIA (FONTANAROSSA)	ALITALIA	S	62	0	0	58	19	13	6	2	2	27	0	0	0
	EXCALIBUR AIRWAYS	C	8	0	0	38	25	38	0	0	0	19	50	20	4
	MONARCH AIRLINES	C	4	0	0	0	25	50	25	0	0	59	45	34	11
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>47</b>	<b>47</b>	<b>30</b>
FLORENCE	MERIDIANA AIR	S	124	0	0	65	15	11	8	1	0	17	56	23	104
<b>TOTAL FLORENCE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>23</b>	<b>104</b>
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	121	0	2	83	11	3	3	0	0	6	0	0	0
<b>TOTAL GENOA</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>16</b>	<b>124</b>
LAMETIA-TERME	AIR TRANSAT	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>2</b>	<b>2</b>
MILAN (LINATE)	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	42	13	23	18	5	0	41	75	8	8
	EUROPEAN AIR CHARTER	C	18	0	0	22	11	22	33	11	0	80	0	25	2
<b>TOTAL MILAN (LINATE)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>13</b>	<b>22</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>52</b>	<b>54</b>	<b>23</b>
MILAN (MALPENSA)	EXCALIBUR AIRWAYS	C	2	0	0	0	0	0	100	0	0	127	38	86	16
	LEISURE INTERNATIONAL	C	14	0	0	36	14	21	29	0	0	43	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	14	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>55</b>	<b>51</b>	<b>29</b>
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	50	22	17	11	0	0	25	83	9	18
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	77	13	6	4	0	0	9	82	11	124
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	14	14	29	43	0	0	63	71	41	7
	MONARCH AIRLINES	C	16	0	0	31	25	25	19	0	0	33	40	49	10
<b>TOTAL NAPLES</b>			<b>165</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>16</b>	<b>178</b>
OLBIA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	-4	50	21	4
<b>TOTAL OLBIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>50</b>	<b>21</b>	<b>4</b>
PALERMO	EXCALIBUR AIRWAYS	C	8	0	0	25	25	50	0	0	0	29	50	10	2
<b>TOTAL PALERMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>10</b>	<b>2</b>
PISA	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	88	0	13	0	0	0	9	0	0	0

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)										
PISA	AIR OPERATIONS EUROPE	C	2	0	0	100	0	0	0	0	0	-14	0	0	0
	BRITANNIA AB	C	8	0	0	50	0	25	25	0	0	42	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	19	0	0	0
	EXCALIBUR AIRWAYS	C	9	0	0	67	11	0	22	0	0	25	60	34	10
	MONARCH AIRLINES	C	16	0	0	38	19	6	38	0	0	54	55	35	22
	STERLING EUROPEAN AIRLINES	C	7	0	1	0	0	43	57	0	0	62	0	0	0
<b>TOTAL PISA</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>12</b>	<b>13</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>56</b>	<b>24</b>	<b>62</b>
ROME (CIAMPINO)	MONARCH AIRLINES	C	22	0	0	45	18	9	18	9	0	56	59	28	22
	STERLING EUROPEAN AIRLINES	C	8	0	0	50	13	38	0	0	0	25	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>54</b>	<b>34</b>	<b>63</b>
ROME (FIUMICINO)	AIR LIBERTE/ TAT EUROPEAN ALN	S	59	0	3	78	8	5	8	0	0	13	100	5	5
	ALITALIA	S	56	0	4	50	16	20	14	0	0	29	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	63	8	11	16	2	0	28	66	30	56
<b>TOTAL ROME (FIUMICINO)</b>			<b>177</b>	<b>1</b>	<b>7</b>	<b>64</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>32</b>	<b>62</b>
VENICE	AIR FOYLE PASSENGER AIRLINES	C	10	0	1	80	10	10	0	0	0	11	0	0	0
	ALITALIA	S	122	0	0	75	19	4	2	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	20	40	20	10	10	0	46	0	0	0
	EXCALIBUR AIRWAYS	C	9	0	0	33	33	11	22	0	0	31	45	57	11
	MONARCH AIRLINES	C	20	0	0	85	0	5	10	0	0	13	54	23	24
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	-5	0	0	0
	STERLING EUROPEAN AIRLINES	C	9	1	0	11	44	11	11	22	0	78	0	0	0
	TRANSAER	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL VENICE</b>			<b>186</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>37</b>	<b>43</b>	<b>59</b>
VERONA	BRITISH AIRWAYS (EURO OPS) LG	S	122	0	1	79	11	7	3	1	0	8	0	0	0
	BRITISH WORLD AIRLINES LTD	C	6	0	0	17	33	50	0	0	0	35	0	0	0
	MONARCH AIRLINES	C	6	0	2	50	0	0	50	0	0	57	17	83	12
<b>TOTAL VERONA</b>			<b>135</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>16</b>	<b>192</b>
<b>TOTAL ITALY</b>			<b>1265</b>	<b>5</b>	<b>18</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>24</b>	<b>958</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	13	0	0	31	46	0	23	0	0	34	43	21	14
	TRANS JAMAICA	C	2	0	0	0	0	50	50	0	0	57	0	0	0
<b>TOTAL KINGSTON</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>43</b>	<b>21</b>	<b>14</b>
MONTEGO BAY	BRITISH AIRWAYS PLC	S	13	0	0	8	46	15	31	0	0	51	43	127	14
	LEISURE INTL AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	2	44	37	9
	MY TRAVEL AIRWAYS UK	C	14	0	1	36	14	21	29	0	0	46	40	37	10
<b>TOTAL MONTEGO BAY</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>22</b>	<b>16</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>42</b>	<b>75</b>	<b>33</b>
<b>TOTAL JAMAICA</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>27</b>	<b>13</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>43</b>	<b>59</b>	<b>47</b>
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	10	0	1	80	20	0	0	0	0	8	75	6	8
	CALEDONIAN AIRWAYS	C	18	0	0	61	17	22	0	0	0	15	47	136	19
	MONARCH AIRLINES	C	10	0	0	30	10	10	50	0	0	60	70	8	10
<b>TOTAL MOMBASA</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>73</b>	<b>37</b>
<b>TOTAL KENYA</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>72</b>	<b>38</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	58	0	1	78	16	5	2	0	0	10	0	0	0
	RIGA AIRLINES EXPRESS	S	52	2	0	50	21	12	15	0	2	41	33	37	18
<b>TOTAL RIGA</b>			<b>111</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>69</b>	<b>15</b>	<b>80</b>
<b>TOTAL LATVIA</b>			<b>111</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>69</b>	<b>15</b>	<b>80</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	CALEDONIAN AIRWAYS	C	9	1	0	89	11	0	0	0	0	-4	80	39	5
	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL MALE INTERNATIONAL</b>			<b>13</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>80</b>	<b>39</b>	<b>5</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>13</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>80</b>	<b>39</b>	<b>5</b>
<b>MALTA</b>															
MALE INTERNATIONAL	AIR FOYLE PASSENGER AIRLINES	C	4	0	1	100	0	0	0	0	0	-5	0	0	0
	AIR MALTA	S	61	0	0	72	13	11	3	0	0	7	62	23	98
	BRITANNIA AIRWAYS	C	18	0	0	44	28	22	6	0	0	20	71	14	17
	CALEDONIAN AIRWAYS	C	13	0	0	46	15	8	15	15	0	50	85	7	13
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	13	13	0	0	0	9	39	32	18
	GB AIRWAYS LTD	C	7	1	0	86	0	0	14	0	0	9	50	30	2
	MONARCH AIRLINES	C	9	0	0	11	33	33	22	0	0	50	50	25	28
	MY TRAVEL AIRWAYS UK	C	10	0	2	40	30	20	10	0	0	28	0	0	0
<b>TOTAL MALTA</b>			<b>138</b>	<b>1</b>	<b>3</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>23</b>	<b>179</b>
<b>TOTAL MALTA</b>			<b>138</b>	<b>1</b>	<b>3</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>23</b>	<b>179</b>
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	18	0	0	78	11	0	6	0	6	24	72	17	18
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>24</b>	<b>72</b>	<b>17</b>	<b>18</b>
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>24</b>	<b>72</b>	<b>17</b>	<b>18</b>
<b>MEXICO</b>															
CANCUN	CALEDONIAN AIRWAYS	C	10	0	0	60	10	0	30	0	0	22	20	129	5
<b>TOTAL CANCUN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>20</b>	<b>129</b>	<b>5</b>
PUERTO VALLARTA	LEISURE INTL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	-15	0	0	0
<b>TOTAL PUERTO VALLARTA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>20</b>	<b>129</b>	<b>5</b>
<b>MOROCCO</b>															
AGADIR	MY TRAVEL AIRWAYS UK	C	9	0	0	44	44	0	0	11	0	46	0	0	0
	ROYAL AIR MAROC	C	16	0	0	94	0	0	6	0	0	0	17	25	6
<b>TOTAL AGADIR</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>17</b>	<b>25</b>	<b>6</b>
TANGIERS (IBN BATUTA)	GB AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-4	0	0	0
	ROYAL AIR MAROC	C	8	0	0	100	0	0	0	0	0	-7	50	15	6
<b>TOTAL TANGIERS (IBN BATUTA)</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>-6</b>	<b>50</b>	<b>15</b>	<b>6</b>
<b>TOTAL MOROCCO</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>11</b>	<b>25</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>NEPAL</b>																
KATHMANDU	ROYAL NEPAL AIRLINES	S	16	2	0	0	0	69	19	0	13	202	0	49	18	
TOTAL KATHMANDU			<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>202</b>	<b>0</b>	<b>49</b>	<b>18</b>	
TOTAL NEPAL			<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>202</b>	<b>0</b>	<b>49</b>	<b>18</b>	
<b>NETHERLANDS</b>																
AMSTERDAM	CITY FLYER EXPRESS	S	17	0	1	71	18	12	0	0	0	9	0	0	0	
	TRANSAVIA	S	230	0	2	72	17	5	4	2	0	17	66	17	279	
TOTAL AMSTERDAM			<b>247</b>	<b>2</b>	<b>3</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>279</b>	
GRONINGEN	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	20	0	0	0	
TOTAL GRONINGEN			<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>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MAASTRICHT	B A S E BUSINESS AIRLINES	S	98	0	4	65	20	3	11	0	0	21	80	19	89	
TOTAL MAASTRICHT			<b>98</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>20</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>19</b>	<b>89</b>	
ROTTERDAM	CITY FLYER EXPRESS	S	210	2	3	59	22	17	1	0	0	15	70	17	204	
TOTAL ROTTERDAM			<b>210</b>	<b>2</b>	<b>3</b>	<b>59</b>	<b>22</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>17</b>	<b>204</b>	
TOTAL NETHERLANDS			<b>557</b>	<b>4</b>	<b>10</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>17</b>	<b>572</b>	
<b>NIGERIA</b>																
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	66	10	6	16	2	0	28	53	25	62	
TOTAL LAGOS			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>6</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>25</b>	<b>62</b>	
TOTAL NIGERIA			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>6</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>25</b>	<b>62</b>	
<b>NORWAY</b>																
BERGEN	BRAATHENS ASA	S	62	0	0	87	8	5	0	0	0	3	75	25	4	
TOTAL BERGEN			<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>3</b>	<b>75</b>	<b>25</b>	<b>4</b>	
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	53	0	0	74	15	9	2	0	0	12	0	0	0	
TOTAL KRISTIANSAND (KJEVIK)			<b>53</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
OSLO (FORNEBU)	BRAATHENS ASA	S	78	2	0	85	14	1	0	0	0	5	88	3	64	
	BRITISH AIRWAYS (EURO OPS) LG	S	53	0	0	77	19	0	4	0	0	7	65	19	52	
TOTAL OSLO (FORNEBU)			<b>131</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>10</b>	<b>116</b>	
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	53	0	0	83	8	4	6	0	0	14	83	10	52	
TOTAL STAVANGER			<b>53</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>10</b>	<b>52</b>	
TOTAL NORWAY			<b>299</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>183</b>	
<b>PAKISTAN</b>																
ISLAMABAD	BRITISH AIRWAYS PLC	S	18	0	0	56	11	22	11	0	0	23	35	54	17	
TOTAL ISLAMABAD			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>35</b>	<b>54</b>	<b>17</b>	
TOTAL PAKISTAN			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>35</b>	<b>54</b>	<b>17</b>	
<b>PHILIPPINES</b>																
MANILA	PHILIPPINE AIRLINES	S	25	3	0	0	0	12	28	32	28	261	13	122	24	
TOTAL MANILA			<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>28</b>	<b>32</b>	<b>28</b>	<b>261</b>	<b>13</b>	<b>122</b>	<b>24</b>	

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>28</b>	<b>32</b>	<b>28</b>	<b>261</b>	<b>13</b>	<b>122</b>	<b>24</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR ATLANTA ICELANDIC	C	9	2	1	78	22	0	0	0	0	7	0	0	0
	AIR FOYLE PASSENGER AIRLINES	C	4	0	2	75	25	0	0	0	0	16	0	0	0
	ALL LEISURE AIRLINES LTD	C	6	0	0	50	0	0	50	0	0	39	0	0	0
	BRITANNIA AIRWAYS	C	25	0	0	68	16	12	4	0	0	13	56	25	18
	BRITISH AIRWAYS (EURO OPS) LG	S	114	0	0	75	13	9	4	0	0	9	87	2	116
	CALEDONIAN AIRWAYS	C	17	0	0	59	24	12	6	0	0	17	15	97	26
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	38	0	2	74	13	0	11	0	3	26	67	10	49
	LEISURE INTERNATIONAL	C	20	0	0	55	25	15	5	0	0	19	70	9	23
	MONARCH AIRLINES	C	57	4	2	56	14	9	18	4	0	33	59	24	44
	MY TRAVEL AIRWAYS UK	C	20	0	0	55	15	10	20	0	0	32	0	0	0
	STERLING EUROPEAN AIRLINES	C	18	0	0	44	17	11	17	11	0	56	0	0	0
	TRANSAER	C	11	0	4	73	0	9	9	9	0	33	0	0	0
<b>TOTAL FARO</b>			<b>342</b>	<b>6</b>	<b>12</b>	<b>65</b>	<b>15</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>29</b>	<b>352</b>
<b>LISBON</b>	GB AIRWAYS LTD	C	16	0	0	75	19	6	0	0	0	8	100	9	2
	TRANSAER	C	2	0	0	0	0	0	100	0	0	118	0	0	0
<b>TOTAL LISBON</b>			<b>19</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>21</b>	<b>45</b>
<b>OPORTO (PORTUGAL)</b>	KLM UK LTD	C	5	0	1	60	0	40	0	0	0	15	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>13</b>	<b>9</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>366</b>	<b>7</b>	<b>13</b>	<b>65</b>	<b>15</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>27</b>	<b>406</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	BRITANNIA AB	C	4	2	2	75	25	0	0	0	0	4	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	1	50	50	0	0	0	0	16	0	0	0
	EXCALIBUR AIRWAYS	C	16	2	0	88	13	0	0	0	0	6	50	18	10
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	92	0	8	0	0	0	-6	100	-7	10
	GB AIRWAYS LTD	S	26	0	0	58	4	15	19	4	0	36	33	48	18
	GB AIRWAYS LTD	C	2	0	3	100	0	0	0	0	0	9	0	22	1
	MONARCH AIRLINES	C	22	0	0	100	0	0	0	0	0	0	38	33	26
<b>TOTAL FUNCHAL</b>			<b>84</b>	<b>5</b>	<b>6</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>33</b>	<b>72</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>84</b>	<b>5</b>	<b>6</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>33</b>	<b>72</b>
<b>PUERTO RICO</b>															
<b>SAN JUAN (PUERTO RICO)</b>	BRITANNIA AIRWAYS	C	9	0	0	67	0	33	0	0	0	15	17	51	6
	BRITISH AIRWAYS PLC	S	9	0	1	78	11	0	11	0	0	11	56	8	9
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>11</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>40</b>	<b>25</b>	<b>15</b>
<b>TOTAL PUERTO RICO</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>11</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>40</b>	<b>25</b>	<b>15</b>
<b>QATAR</b>															
<b>DOHA</b>	QATAR AIRWAYS	S	16	2	0	50	25	6	13	6	0	28	88	1	17
<b>TOTAL DOHA</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>1</b>	<b>17</b>
<b>TOTAL QATAR</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>1</b>	<b>17</b>

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				Actual (7)	Plan (8)										
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	8	1	0	50	25	0	25	0	0	23	72	2	18
TOTAL SANAA			8	1	0	50	25	0	25	0	0	23	72	2	18
TOTAL REPUBLIC OF YEMEN			8	1	0	50	25	0	25	0	0	23	72	2	18
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	85	4	12	0	0	0	7	0	0	0
TOTAL BUCHAREST (OTOPENI)			26	0	0	85	4	12	0	0	0	7	0	0	0
TOTAL RUMANIA			26	0	0	85	4	12	0	0	0	7	0	0	0
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AJT AIR INTERNATIONAL	C	8	0	10	50	25	25	0	0	0	16	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	46	0	0	85	13	2	0	0	0	4	0	0	0
TOTAL MOSCOW (SHEREMETYEVO)			54	2	10	80	15	6	0	0	0	6	50	60	2
TOTAL RUSSIA			55	2	10	78	15	7	0	0	0	7	50	60	2
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	61	33	6	0	0	0	13	65	15	20
TOTAL SEYCHELLES			18	0	0	61	33	6	0	0	0	13	65	15	20
TOTAL SEYCHELLES			18	0	0	61	33	6	0	0	0	13	65	15	20
<b>SPAIN</b>															
ALICANTE	AIR FOYLE PASSENGER AIRLINES	C	13	0	4	54	8	23	15	0	0	19	0	0	0
	AIR OPERATIONS EUROPE	C	7	1	0	71	29	0	0	0	0	10	0	0	0
	ALL LEISURE AIRLINES LTD	C	18	2	0	61	11	11	17	0	0	20	0	0	0
	BRITANNIA AB	C	2	0	0	0	0	50	50	0	0	103	0	0	0
	BRITANNIA AIRWAYS	C	27	0	0	63	22	7	7	0	0	15	35	48	26
	CALEDONIAN AIRWAYS	C	8	0	0	0	25	0	50	0	25	171	83	4	6
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	78	15	4	4	0	0	7	79	10	38
	LEISURE INTERNATIONAL	C	31	1	1	52	26	10	10	3	0	32	38	45	47
	MONARCH AIRLINES	C	85	0	0	65	9	7	14	4	1	38	48	35	64
	MY TRAVEL AIRWAYS UK	C	17	0	1	76	18	6	0	0	0	7	0	0	0
	TRANSAER	C	9	0	2	33	11	33	22	0	0	46	0	92	4
	VIVA	C	9	0	5	89	11	0	0	0	0	-2	0	0	0
TOTAL ALICANTE			253	5	13	62	15	9	12	2	1	30	51	32	239
<b>ALMERIA</b>															
	BRITANNIA AIRWAYS	C	17	0	0	88	12	0	0	0	0	4	50	24	18
	EXCALIBUR AIRWAYS	C	8	0	0	50	13	13	25	0	0	37	75	6	8
	MONARCH AIRLINES	C	9	0	0	56	11	33	0	0	0	17	50	50	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	25	0	0	0	20	0	0	0
TOTAL ALMERIA			42	0	0	64	17	14	5	0	0	16	58	23	40
<b>BARCELONA</b>															
	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	50	25	25	0	0	0	6	0	0	0
	GB AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	29	0	0	0
	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	9	0	0	0
TOTAL BARCELONA			14	0	0	50	14	14	21	0	0	35	55	21	11
BILBAO	BRITANNIA AIRWAYS	C	4	0	0	50	50	0	0	0	0	14	0	0	0

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			Actual (7)	Plan (8)											
<b>TOTAL BILBAO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>39</b>	6
<b>GERONA</b>	BRITANNIA AIRWAYS	C	13	0	0	38	8	31	15	8	0	45	73	0	11
	BRITISH WORLD AIRLINES LTD	C	4	0	0	50	0	25	25	0	0	47	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	1	100	0	0	0	0	0	-10	100	0	3
	MONARCH AIRLINES	C	4	0	0	0	0	50	50	0	0	104	71	9	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	35	0	0	0
	TRANSAER	C	4	0	0	25	25	0	50	0	0	73	0	0	0
<b>TOTAL GERONA</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>7</b>	<b>21</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>79</b>	<b>4</b>	39
<b>IBIZA</b>	AIR FOYLE PASSENGER AIRLINES	C	2	2	1	100	0	0	0	0	0	0	88	3	8
	AIRWORLD AVIATION LTD	C	7	0	1	71	0	29	0	0	0	15	0	0	0
	BRITANNIA AIRWAYS	C	39	0	1	77	15	3	5	0	0	8	50	29	58
	CALEDONIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	-6	50	71	4
	EUROPEAN AIR CHARTER	C	4	0	0	100	0	0	0	0	0	5	0	0	0
	EXCALIBUR AIRWAYS	C	9	1	0	33	11	22	22	11	0	57	33	52	6
	FIRST CHOICE AIRWAYS LTD	C	26	0	2	85	4	4	8	0	0	11	70	12	33
	LEISURE INTERNATIONAL	C	9	0	1	78	22	0	0	0	0	7	50	103	4
	MONARCH AIRLINES	C	37	0	0	65	11	3	22	0	0	23	63	16	46
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	0	14	43	0	0	40	0	0	0
	STERLING EUROPEAN AIRLINES	C	5	0	2	60	0	0	0	40	0	79	0	0	0
	TRANSAER	C	5	0	3	100	0	0	0	0	0	-12	0	0	0
<b>TOTAL IBIZA</b>			<b>155</b>	<b>3</b>	<b>11</b>	<b>73</b>	<b>9</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>33</b>	199
<b>MADRID</b>	BRITANNIA AIRWAYS	C	4	0	0	25	0	25	50	0	0	52	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	82	10	4	4	0	0	7	83	8	186
	IBERIA	S	112	0	2	86	9	2	4	0	0	8	0	0	0
	SPANAIR	C	18	0	0	56	22	17	6	0	0	20	56	14	18
	TRANSAER	C	4	0	0	25	0	50	25	0	0	43	0	0	0
	VIVA	C	2	0	0	0	0	100	0	0	0	52	0	0	0
<b>TOTAL MADRID</b>			<b>326</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>14</b>	324
<b>MAHON</b>	AIRWORLD AVIATION LTD	C	7	0	1	71	0	29	0	0	0	9	0	0	0
	ALL LEISURE AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	BRITANNIA AIRWAYS	C	35	0	2	66	17	11	6	0	0	17	69	15	52
	CALEDONIAN AIRWAYS	C	10	0	0	60	0	10	20	10	0	56	38	48	13
	FIRST CHOICE AIRWAYS LTD	C	23	0	1	74	13	4	4	4	0	22	70	13	37
	GB AIRWAYS LTD	C	4	0	2	50	25	25	0	0	0	15	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	38	25	38	0	0	0	21	50	21	20
	MONARCH AIRLINES	C	26	0	0	54	23	12	12	0	0	20	39	27	23
	MY TRAVEL AIRWAYS UK	C	21	0	1	62	10	14	14	0	0	18	0	0	0
	TRANSAER	C	6	0	1	67	17	17	0	0	0	13	0	0	0
<b>TOTAL MAHON</b>			<b>142</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>20</b>	167
<b>MALAGA</b>	AIR ATLANTA ICELANDIC	C	3	1	1	0	0	67	33	0	0	68	0	0	0
	AIR FOYLE PASSENGER AIRLINES	C	11	0	3	55	9	9	18	9	0	39	0	0	0
	AIR OPERATIONS EUROPE	C	29	2	7	69	21	7	3	0	0	10	0	290	4
	ALL LEISURE AIRLINES LTD	C	12	1	0	83	8	8	0	0	0	5	0	0	0
	BRITANNIA AB	C	6	0	0	33	17	17	0	0	33	136	0	0	0
	BRITANNIA AIRWAYS	C	30	0	0	83	10	7	0	0	0	7	33	28	21
	BRITISH AIRWAYS (EURO OPS) LG	S	140	0	0	60	23	9	8	1	0	20	77	13	142
	CALEDONIAN AIRWAYS	C	16	0	0	63	0	25	13	0	0	36	41	76	37



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Reporting Airport: GATWICK (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MALAGA	EXCALIBUR AIRWAYS	C	6	0	0	83	17	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	35	0	0	74	17	3	0	6	0	14	63	12	38
	LEISURE INTERNATIONAL	C	36	0	0	94	3	0	0	3	0	10	41	42	44
	MONARCH AIRLINES	C	56	0	0	54	7	13	20	7	0	42	31	51	59
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	6	6	11	0	0	16	0	0	0
	STERLING EUROPEAN AIRLINES	C	8	1	0	75	0	0	13	13	0	50	0	0	0
	TRANSAER	C	13	0	2	69	8	0	8	15	0	43	0	0	0
	VIVA	S	56	0	0	91	7	2	0	0	0	3	90	4	58
	VIVA	C	15	0	1	73	7	7	7	7	0	22	0	0	0
	<b>TOTAL MALAGA</b>			<b>491</b>	<b>5</b>	<b>14</b>	<b>70</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>35</b>
MURCIA SAN JAVIER	EXCALIBUR AIRWAYS	C	8	0	0	13	25	50	13	0	0	47	35	31	26
	GB AIRWAYS LTD	S	16	1	0	31	13	44	6	6	0	36	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>24</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>17</b>	<b>46</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>40</b>	<b>37</b>	<b>31</b>	<b>30</b>
PALMA DE MALLORCA	AIR FOYLE PASSENGER AIRLINES	C	11	0	1	9	18	27	27	18	0	94	0	0	0
	AIRWORLD AVIATION LTD	C	9	0	2	44	44	11	0	0	0	15	0	0	0
	ALL LEISURE AIRLINES LTD	C	8	0	0	25	0	50	13	13	0	57	0	0	0
	BMI BRITISH MIDLAND	C	10	0	0	80	0	0	20	0	0	26	0	0	0
	BRITANNIA AIRWAYS	C	106	0	0	67	12	8	13	0	0	19	60	27	105
	CALEDONIAN AIRWAYS	C	15	0	0	60	13	0	27	0	0	36	30	50	10
	CENTENNIAL AIRLINES	S	18	0	0	67	17	6	11	0	0	22	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	44	0	10	55	16	14	16	0	0	27	52	33	61
	LEISURE INTERNATIONAL	C	8	0	0	25	25	50	0	0	0	29	23	65	13
	MONARCH AIRLINES	C	40	2	6	58	13	8	23	0	0	31	41	43	79
	MY TRAVEL AIRWAYS UK	C	34	0	0	85	6	3	6	0	0	8	0	0	0
	TRANSAER	C	4	0	1	75	25	0	0	0	0	5	0	0	0
	<b>TOTAL PALMA DE MALLORCA</b>			<b>308</b>	<b>4</b>	<b>20</b>	<b>61</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>40</b>
REUS	BRITANNIA AIRWAYS	C	14	0	0	71	7	7	7	7	0	23	100	-3	5
	FIRST CHOICE AIRWAYS LTD	C	9	0	1	78	11	11	0	0	0	1	0	0	0
	MONARCH AIRLINES	C	15	0	1	67	7	13	13	0	0	22	84	10	19
<b>TOTAL REUS</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>8</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>11</b>	<b>33</b>
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	58	0	0	97	0	0	3	0	0	-4	95	-3	58
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>93</b>	<b>-2</b>	<b>59</b>
VALENCIA	GB AIRWAYS LTD	S	36	0	0	78	6	6	8	3	0	25	0	0	0
	TRANSAER	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL VALENCIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>32</b>	<b>3</b>
<b>TOTAL SPAIN</b>			<b>1938</b>	<b>18</b>	<b>73</b>	<b>68</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>28</b>	<b>1975</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR OPERATIONS EUROPE	C	10	0	0	90	0	10	0	0	0	6	0	0	0
	BRITANNIA AB	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	50	22	11	17	0	0	28	72	13	18
	CALEDONIAN AIRWAYS	C	8	0	0	38	25	13	25	0	0	47	13	26	8
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	6	13	6	13	0	53	75	10	24
	MONARCH AIRLINES	C	27	0	1	56	15	19	11	0	0	20	59	20	29
	MY TRAVEL AIRWAYS UK	C	15	0	1	73	0	20	7	0	0	18	0	0	0
	STERLING EUROPEAN AIRLINES	C	16	0	0	63	19	19	0	0	0	3	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)										
ARRECIFE	TRANSAER	C	6	0	0	67	0	17	17	0	0	15	0	0	0
<b>TOTAL ARRECIFE</b>			<b>119</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>12</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>24</b>	139
FUERTEVENTURA	ALL LEISURE AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	56	22	11	11	0	0	24	38	35	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	88	1	8
	MONARCH AIRLINES	C	20	0	0	75	15	10	0	0	0	9	50	27	26
	TRANSAER	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>50</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>60</b>	<b>20</b>	50
LAS PALMAS	AIR EUROPA	C	7	0	1	100	0	0	0	0	0	3	88	7	8
	AIR OPERATIONS EUROPE	C	10	0	0	90	10	0	0	0	0	-2	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	67	17	17	0	0	0	13	64	18	33
	FIRST CHOICE AIRWAYS LTD	C	31	0	0	61	3	23	13	0	0	19	48	35	29
	LEISURE INTERNATIONAL	C	10	0	0	100	0	0	0	0	0	-6	80	11	10
	MONARCH AIRLINES	C	38	0	1	63	21	8	8	0	0	21	23	53	40
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	22	0	0	0	10	0	0	0
	STERLING EUROPEAN AIRLINES	C	9	0	0	44	22	22	0	11	0	39	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>135</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>47</b>	<b>32</b>	137
TENERIFE (SURREINA SOFIA)	AIR OPERATIONS EUROPE	C	19	1	3	63	0	11	16	11	0	51	0	304	4
	ALL LEISURE AIRLINES LTD	C	15	0	0	53	20	27	0	0	0	14	0	0	0
	BRITANNIA AB	C	7	1	1	43	0	0	29	0	29	426	0	0	0
	BRITANNIA AIRWAYS	C	38	0	0	63	11	8	13	0	5	54	58	28	36
	CALEDONIAN AIRWAYS	C	16	0	1	19	31	13	38	0	0	40	61	22	18
	FIRST CHOICE AIRWAYS LTD	C	48	0	0	48	31	4	13	4	0	32	66	11	35
	LEISURE INTERNATIONAL	C	28	0	2	43	18	18	21	0	0	30	57	24	23
	MONARCH AIRLINES	C	65	0	1	63	15	11	5	6	0	25	38	47	78
	MY TRAVEL AIRWAYS UK	C	26	0	2	81	15	0	0	0	4	46	0	0	0
	STERLING EUROPEAN AIRLINES	C	8	0	0	88	13	0	0	0	0	-23	0	0	0
	TRANSAER	C	13	0	3	69	8	8	15	0	0	21	100	6	1
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>283</b>	<b>2</b>	<b>13</b>	<b>58</b>	<b>17</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>51</b>	<b>36</b>	228
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>587</b>	<b>2</b>	<b>18</b>	<b>62</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>51</b>	<b>31</b>	554
SRI LANKA															
COLOMBO	CALEDONIAN AIRWAYS	C	9	0	0	78	0	0	22	0	0	8	75	-2	4
<b>TOTAL COLOMBO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>-2</b>	4
<b>TOTAL SRI LANKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>-2</b>	4
ST LUCIA															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	27	0	0	59	11	15	7	0	7	56	54	54	26
	CALEDONIAN AIRWAYS	C	5	0	0	80	20	0	0	0	0	12	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>49</b>	<b>53</b>	<b>48</b>	30
<b>TOTAL ST LUCIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>49</b>	<b>53</b>	<b>48</b>	30
SWEDEN															
GOTEBORG	ALL LEISURE AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	45	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	85	5	5	5	0	0	7	67	14	3
	FIRST CHOICE AIRWAYS LTD	C	5	0	2	40	20	0	0	40	0	89	0	0	0

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				Actual (7)	Plan (8)										
GOTEBORG	MY TRAVEL AIRWAYS UK	C	16	0	0	38	6	44	13	0	0	31	0	0	0
<b>TOTAL GOTEBORG</b>			<b>85</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>6</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>14</b>	<b>3</b>
STOCKHOLM (ARLANDA)	BRITANNIA AB	S	61	0	0	61	30	7	3	0	0	16	85	8	177
	MALMO AVIATION	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>63</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>30</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>188</b>
<b>TOTAL SWEDEN</b>			<b>148</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>9</b>	<b>201</b>
<b>SWITZERLAND</b>															
GENEVA	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	0	50	0	50	0	0	81	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	178	0	0	75	13	7	4	1	0	13	0	0	0
	EUROPEAN AIR CHARTER	C	16	0	0	25	31	19	19	6	0	40	0	0	0
	RYANAIR	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL GENEVA</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>5</b>	<b>176</b>
ZURICH	FLIGHTLINE LTD	C	141	0	2	48	20	12	18	1	1	36	60	30	67
<b>TOTAL ZURICH</b>			<b>141</b>	<b>2</b>	<b>2</b>	<b>48</b>	<b>20</b>	<b>12</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>65</b>	<b>20</b>	<b>140</b>
<b>TOTAL SWITZERLAND</b>			<b>339</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>17</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>17</b>	<b>416</b>
<b>THAILAND</b>															
BANGKOK	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL BANGKOK</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHUKET	FIRST CHOICE AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	1	0	0	0
<b>TOTAL PHUKET</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL THAILAND</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>0</b>	<b>0</b>	<b>0</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	CALEDONIAN AIRWAYS	C	4	0	0	50	25	25	0	0	0	19	0	0	0
<b>TOTAL TOBAGO</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>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TRINIDAD AND TOBAGO</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>19</b>	<b>41</b>	<b>21</b>	<b>17</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	17	0	0	88	0	12	0	0	0	11	70	25	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	20	40	0	0	0	21	60	11	10
	GB AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	20	0	0	0
	MONARCH AIRLINES	C	10	0	0	20	0	30	50	0	0	70	20	84	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	39	0	22	0	0	36	0	0	0
	NOUVELAIR TUNISIE	C	4	2	0	25	75	0	0	0	0	19	100	-3	15
<b>TOTAL MONASTIR</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>21</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>59</b>	<b>41</b>	<b>63</b>
SFAX	MONARCH AIRLINES	C	8	0	0	38	63	0	0	0	0	19	50	14	4
<b>TOTAL SFAX</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>14</b>	<b>4</b>
<b>TOTAL TUNISIA</b>			<b>69</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>31</b>	<b>95</b>
<b>TURKEY</b>															
ANTALYA	ALL LEISURE AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	25	0	0	42	75	8	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	1	67	11	0	22	0	0	24	86	-5	7

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)										
ANTALYA	MONARCH AIRLINES	C	11	0	0	36	0	36	27	0	0	44	78	2	18
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	14	14	29	0	0	35	0	0	0
	PEGASUS AIRLINES	C	4	0	0	50	0	50	0	0	0	18	0	0	0
	SUNWAYS	C	8	0	0	75	0	0	25	0	0	5	0	0	0
<b>TOTAL ANTALYA</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>6</b>	<b>16</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>79</b>	<b>2</b>	<b>33</b>
DALAMAN	AIR FOYLE PASSENGER AIRLINES	C	10	0	0	80	10	0	10	0	0	16	0	0	0
	ALL LEISURE AIRLINES LTD	C	12	1	1	33	25	0	42	0	0	50	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	67	17	6	6	6	0	25	65	14	17
	CALEDONIAN AIRWAYS	C	48	0	1	54	13	15	15	4	0	34	26	110	31
	FIRST CHOICE AIRWAYS LTD	C	25	0	3	80	8	8	4	0	0	8	63	17	30
	LEISURE INTERNATIONAL	C	4	0	0	50	0	0	50	0	0	56	33	39	9
	MONARCH AIRLINES	C	35	0	0	63	26	9	3	0	0	13	56	40	25
	ONUR AIR	C	7	0	0	57	43	0	0	0	0	14	0	0	0
	SUNWAYS	C	7	0	1	29	14	0	57	0	0	53	0	0	0
	TRANSAER	C	4	0	4	25	0	25	0	50	0	117	0	0	0
<b>TOTAL DALAMAN</b>			<b>170</b>	<b>2</b>	<b>10</b>	<b>59</b>	<b>16</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>48</b>	<b>46</b>	<b>149</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	C	16	0	0	0	13	56	31	0	0	61	20	44	10
	ONUR AIR	C	18	0	0	61	17	17	6	0	0	13	67	14	6
<b>TOTAL ISTANBUL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>15</b>	<b>35</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>30</b>	<b>18</b>
IZMIR (ADNAM MENDERES)	AIR FOYLE PASSENGER AIRLINES	C	5	0	0	40	20	20	20	0	0	27	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	29	14	14	29	0	14	179	47	29	15
	CALEDONIAN AIRWAYS	C	10	0	0	50	30	10	10	0	0	21	0	321	1
	FIRST CHOICE AIRWAYS LTD	C	25	0	3	48	16	20	16	0	0	32	53	21	17
	MONARCH AIRLINES	C	17	0	1	53	6	12	24	6	0	40	32	50	22
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	11	44	0	11	0	48	0	0	0
	ONUR AIR	C	8	0	0	63	25	13	0	0	0	16	0	0	0
	SUNWAYS	C	7	0	1	14	14	71	0	0	0	34	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>88</b>	<b>3</b>	<b>5</b>	<b>44</b>	<b>16</b>	<b>23</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>44</b>	<b>41</b>	<b>41</b>	<b>56</b>
<b>TOTAL TURKEY</b>			<b>341</b>	<b>5</b>	<b>16</b>	<b>52</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>38</b>	<b>256</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINE	S	34	0	0	79	9	6	6	0	0	11	59	20	27
<b>TOTAL KIEV (BORISPOL)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>20</b>	<b>27</b>
<b>TOTAL UKRAINE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>20</b>	<b>27</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	EMIRATES	S	34	0	0	62	29	6	3	0	0	12	73	18	15
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>29</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>18</b>	<b>15</b>
DUBAI	EMIRATES	S	24	0	2	71	13	17	0	0	0	9	89	4	44
<b>TOTAL DUBAI</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>4</b>	<b>44</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>59</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	167	0	0	81	11	5	4	0	0	9	90	2	207
<b>TOTAL ABERDEEN</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>2</b>	<b>207</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)										
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	248	1	2	92	6	2	1	0	0	2	84	11	225
<b>TOTAL BELFAST CITY</b>			<b>248</b>	<b>1</b>	<b>2</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>11</b>	<b>225</b>
EAST MIDLANDS	ATLANTIC AIRLINES	S	12	0	1	100	0	0	0	0	0	-6	0	0	0
	FLIGHTLINE LTD	S	29	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL EAST MIDLANDS</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	KLM UK LTD	S	306	0	3	89	5	4	2	0	4	83	8	253	
<b>TOTAL EDINBURGH</b>			<b>306</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>255</b>	
GLASGOW	KLM UK LTD	S	261	0	4	81	10	6	3	0	8	85	6	251	
<b>TOTAL GLASGOW</b>			<b>261</b>	<b>1</b>	<b>4</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>251</b>	
GUERNSEY	CITY FLYER EXPRESS	C	2	0	11	0	0	50	50	0	60	0	0	0	
	CITY FLYER EXPRESS	S	166	2	0	75	8	8	9	0	14	70	18	187	
	JERSEY EUROPEAN AIRWAYS	S	263	2	1	89	6	3	2	0	4	83	17	248	
<b>TOTAL GUERNSEY</b>			<b>431</b>	<b>4</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>17</b>	<b>435</b>	
JERSEY	CITY FLYER EXPRESS	S	242	2	3	76	15	7	2	0	10	78	13	258	
	GB AIRWAYS LTD	C	2	0	0	100	0	0	0	0	-1	0	0	0	
	JERSEY EUROPEAN AIRWAYS	S	261	1	4	95	2	1	2	0	2	84	12	259	
<b>TOTAL JERSEY</b>			<b>505</b>	<b>3</b>	<b>7</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>12</b>	<b>525</b>	
LEEDS BRADFORD	CITY FLYER EXPRESS	S	112	0	0	80	6	7	4	2	10	76	18	99	
<b>TOTAL LEEDS BRADFORD</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>11</b>	<b>76</b>	<b>18</b>	<b>99</b>	
MANCHESTER	BRITANNIA AB	C	2	1	2	100	0	0	0	0	-28	0	0	0	
	BRITANNIA AIRWAYS	C	3	1	1	100	0	0	0	0	-6	0	0	0	
	BRITISH AIRWAYS (EURO OPS) LG	S	322	0	0	86	9	4	1	0	5	90	3	230	
	CALEDONIAN AIRWAYS	C	5	1	1	40	40	20	0	0	24	60	116	20	
	EXCALIBUR AIRWAYS	C	7	0	0	57	14	14	14	0	17	13	87	8	
	FIRST CHOICE AIRWAYS LTD	C	9	2	0	56	22	11	11	0	18	67	8	3	
	LEISURE INTERNATIONAL	C	3	0	0	67	33	0	0	0	-2	0	0	0	
	MONARCH AIRLINES	C	6	4	2	67	33	0	0	0	5	50	-7	2	
	MY TRAVEL AIRWAYS UK	C	14	0	1	43	7	7	43	0	45	36	28	11	
<b>TOTAL MANCHESTER</b>			<b>374</b>	<b>10</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>16</b>	<b>289</b>	
NEWCASTLE	CITY FLYER EXPRESS	S	266	0	1	68	18	9	5	0	13	68	25	146	
<b>TOTAL NEWCASTLE</b>			<b>267</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>23</b>	<b>238</b>	
<b>TOTAL TEESSIDE</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2718</b>	<b>19</b>	<b>38</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>13</b>	<b>2526</b>	
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	85	6	3	5	0	-2	86	-1	59	
	DELTA AIRLINES	S	124	0	0	81	10	3	4	1	6	69	13	123	
<b>TOTAL ATLANTA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>75</b>	<b>8</b>	<b>182</b>	
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	94	2	2	3	0	-4	81	2	62	
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>-4</b>	<b>81</b>	<b>2</b>	<b>62</b>	
BOSTON	NORTHWEST AIRLINES	S	56	1	0	55	18	5	14	7	41	63	52	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	82	0	5	8	0	5	87	12	62	

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				Actual (7)	Plan (8)										
TOTAL BOSTON			118	1	0	69	8	5	11	3	3	34	75	32	124
CHARLOTTE	BRITISH AIRWAYS PLC	S	62	0	0	85	10	2	3	0	0	3	84	2	62
TOTAL CHARLOTTE			62	0	0	85	10	2	3	0	0	3	84	2	62
CINCINNATI	DELTA AIRLINES	S	62	1	0	79	13	2	5	2	0	8	87	7	62
TOTAL CINCINNATI			62	1	0	79	13	2	5	2	0	8	87	7	62
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	124	0	0	76	11	7	6	0	0	7	63	26	104
	BRITISH AIRWAYS PLC	S	62	0	0	87	5	6	0	0	2	19	82	5	61
TOTAL DALLAS/FORT WORTH			186	0	0	80	9	7	4	0	1	11	70	18	165
DETROIT	NORTHWEST AIRLINES	S	62	3	0	71	15	6	8	0	0	8	0	0	0
TOTAL DETROIT			63	3	0	71	14	6	8	0	0	8	90	1	42
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	77	15	3	2	0	3	16	74	17	62
	CONTINENTAL AIRLINES	S	62	1	0	82	10	5	0	0	3	26	76	14	62
TOTAL HOUSTON			124	1	0	80	12	4	1	0	3	21	75	15	124
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	63	18	10	8	2	0	17	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	43	1	0	70	16	2	5	7	0	28	31	66	45
TOTAL MIAMI INTERNATIONAL			105	1	0	66	17	7	7	4	0	22	31	66	45
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	82	6	6	3	2	0	8	74	23	62
TOTAL MINNEAPOLIS-ST PAUL			62	0	0	82	6	6	3	2	0	8	74	23	62
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	84	8	6	2	0	0	1	79	14	62
TOTAL NEW YORK (JF KENNEDY)			62	1	0	84	8	6	2	0	0	1	79	14	62
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	59	4	3	85	8	3	0	0	3	19	63	48	72
TOTAL NEW YORK (NEWARK)			59	4	3	85	8	3	0	0	3	19	63	48	72
ORLANDO	AMERICAN TRANS AIR	C	7	0	0	71	0	0	29	0	0	16	60	9	5
	BRITANNIA AIRWAYS	C	25	0	0	56	20	20	4	0	0	17	37	91	27
	BRITISH AIRWAYS PLC	S	36	0	0	83	8	3	0	6	0	15	41	27	37
	CALEDONIAN AIRWAYS	C	17	0	0	53	24	18	6	0	0	19	40	29	5
	LEISURE INTL AIRWAYS LTD	C	11	0	0	73	18	9	0	0	0	5	34	40	35
	MONARCH AIRLINES	C	12	1	1	50	25	17	8	0	0	20	0	0	0
	MY TRAVEL AIRWAYS UK	C	30	0	1	63	20	17	0	0	0	10	48	37	25
	RICH INTERNATIONAL AIRWAYS	C	8	0	0	75	13	13	0	0	0	-6	60	19	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	6	5	6	2	0	7	74	23	62
TOTAL ORLANDO			208	1	2	71	13	10	4	1	0	11	51	37	206
PITTSBURGH	BRITISH AIRWAYS PLC	S	62	0	0	74	11	13	0	2	0	11	81	8	62
TOTAL PITTSBURGH			62	0	0	74	11	13	0	2	0	11	81	8	62
RALEIGH	AMERICAN AIRLINES	S	62	0	0	74	15	10	2	0	0	10	82	3	62
TOTAL RALEIGH			62	0	0	74	15	10	2	0	0	10	82	3	62
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	62	0	0	69	13	6	11	0	0	17	61	20	62
TOTAL ST LOUIS (LAMBERT)			62	0	0	69	13	6	11	0	0	17	61	20	62
TAMPA	BRITISH AIRWAYS PLC	S	9	0	0	67	22	11	0	0	0	9	0	0	0
TOTAL TAMPA			9	0	0	67	22	11	0	0	0	9	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 USA			1554	13	5	77	11	6	4	1	1	12	72	19	1572
VENEZUELA															
PORLAMAR	LEISURE INTL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	-11	0	0	0
TOTAL PORLAMAR			4	0	0	100	0	0	0	0	0	-11	0	0	0
TOTAL VENEZUELA			4	0	0	100	0	0	0	0	0	-11	0	0	0
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	36	0	0	92	6	0	3	0	0	0	83	37	36
TOTAL HARARE			36	1	0	92	6	0	3	0	0	0	83	37	36
TOTAL ZIMBABWE			36	1	0	92	6	0	3	0	0	0	83	37	36
TOTAL GATWICK			16540	144	375	71	13	9	6	1	0	17	69	20	15910

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>AUSTRIA</b>															
VIENNA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL VIENNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	111	0	4	77	13	6	4	1	0	11	94	-2	103
<b>TOTAL BRUSSELS</b>			<b>111</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>-2</b>	<b>103</b>
<b>TOTAL BELGIUM</b>			<b>111</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>-2</b>	<b>103</b>
<b>BULGARIA</b>															
VARNA	AIR VIA BULGARIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-36	0	0	0
<b>TOTAL VARNA</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>-36</b>	<b>0</b>	<b>121</b>	<b>3</b>
<b>TOTAL BULGARIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-36</b>	<b>0</b>	<b>92</b>	<b>6</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	38	0	0	68	21	5	3	3	0	14	61	24	31
	AIR CLUB INTERNATIONAL	C	8	1	0	25	0	50	25	0	0	43	0	0	0
	AIR TRANSAT	C	12	0	0	67	0	17	17	0	0	24	79	7	14
	CANADA 3000 AIRLINES	C	10	0	0	100	0	0	0	0	0	-1	88	6	8
<b>TOTAL TORONTO</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>16</b>	<b>55</b>
VANCOUVER	AIR CLUB INTERNATIONAL	C	8	0	0	25	0	13	63	0	0	70	75	8	8
	AIR TRANSAT	C	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL VANCOUVER</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>70</b>	<b>8</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>14</b>	<b>73</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	9	0	0	67	0	11	22	0	0	19	0	0	0
	CALEDONIAN AIRWAYS	C	9	0	1	22	22	33	22	0	0	46	67	15	9
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	100	0	0	0	0	0	-12	67	11	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	25	25	25	13	151	0	0	0
<b>TOTAL LARNACA</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>6</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>52</b>	<b>71</b>	<b>11</b>	<b>42</b>
PAPHOS	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	18	86	-10	7
	CALEDONIAN AIRWAYS	C	8	0	0	25	38	38	0	0	0	27	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	0	25	50	0	0	68	100	-1	8
<b>TOTAL PAPHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>93</b>	<b>-5</b>	<b>15</b>
<b>TOTAL CYPRUS</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>11</b>	<b>23</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>48</b>	<b>77</b>	<b>7</b>	<b>57</b>
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	106	0	0	94	2	2	2	0	0	1	98	-3	103
<b>TOTAL COPENHAGEN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>98</b>	<b>-3</b>	<b>103</b>
<b>TOTAL DENMARK</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>98</b>	<b>-3</b>	<b>103</b>
<b>FRANCE</b>															
NICE	EUROPEAN AIR CHARTER	C	2	0	0	0	50	0	50	0	0	46	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 NICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR ATLANTA ICELANDIC	C	2	0	0	0	0	50	0	0	0	64	0	0	0
	BMI BRITISH MIDLAND	S	55	3	0	82	0	7	11	0	0	10	90	8	89
	BRITISH AIRWAYS PLC	S	97	0	0	90	8	0	2	0	0	5	98	-2	88
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	100	0	0	0	42	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	81	0	0	0
	GB AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	19	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>162</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>2</b>	<b>239</b>
<b>TOTAL FRANCE</b>			<b>164</b>	<b>5</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>2</b>	<b>240</b>
<b>GERMANY</b>															
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	27	0	0	93	4	0	4	0	0	7	80	8	56
<b>TOTAL DUSSELDORF</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>8</b>	<b>56</b>
<b>FRANKFURT MAIN</b>	AIR CLUB INTERNATIONAL	C	8	1	0	50	0	0	50	0	0	47	0	0	0
	BRITISH AIRWAYS PLC	S	27	0	0	89	4	4	4	0	0	12	71	13	62
	LUFTHANSA	S	16	2	0	63	38	0	0	0	0	12	71	13	62
<b>TOTAL FRANKFURT MAIN</b>			<b>51</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>13</b>	<b>124</b>
<b>HANOVER</b>	BRITISH AIRWAYS PLC	S	62	0	0	87	8	5	0	0	0	5	84	8	62
<b>TOTAL HANOVER</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>5</b>	<b>84</b>	<b>8</b>	<b>62</b>
<b>TOTAL GERMANY</b>			<b>140</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>9</b>	<b>296</b>
<b>GREECE</b>															
<b>CORFU</b>	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	8	100	-3	8
	CALEDONIAN AIRWAYS	C	9	0	1	78	0	11	11	0	0	9	63	7	8
	FIRST CHOICE AIRWAYS LTD	C	14	0	2	86	7	7	0	0	0	-16	79	0	14
	MY TRAVEL AIRWAYS UK	C	7	1	0	14	43	0	43	0	0	49	0	0	0
<b>TOTAL CORFU</b>			<b>38</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>8</b>	<b>38</b>
<b>HERAKLION</b>	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	2	67	37	3
	CALEDONIAN AIRWAYS	C	7	0	4	29	14	29	29	0	0	52	63	15	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	1	25	0	13	63	0	0	77	33	34	6
<b>TOTAL HERAKLION</b>			<b>18</b>	<b>0</b>	<b>5</b>	<b>39</b>	<b>6</b>	<b>17</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>39</b>	<b>40</b>	<b>28</b>
<b>KOS</b>	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	0	67	11	3
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	57	29	14	0	0	0	-1	0	0	0
<b>TOTAL KOS</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>75</b>	<b>3</b>	<b>16</b>
<b>RHODES</b>	BRITANNIA AIRWAYS	C	7	0	0	43	0	43	14	0	0	35	38	14	8
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	57	14	0	29	0	0	28	75	9	8
<b>TOTAL RHODES</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>7</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>47</b>	<b>20</b>	<b>32</b>
<b>SALONIKA</b>	BRITANNIA AIRWAYS	C	3	0	0	0	0	0	100	0	0	149	29	30	7
<b>TOTAL SALONIKA</b>			<b>3</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>149</b>	<b>29</b>	<b>30</b>	<b>7</b>
<b>ZAKINTHOS</b>	CALEDONIAN AIRWAYS	C	7	0	1	100	0	0	0	0	0	-8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	5	0	1	80	0	20	0	0	0	9	60	1	5
<b>TOTAL ZAKINTHOS</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>60</b>	<b>13</b>	<b>10</b>

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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			95	1	12	60	11	12	18	0	0	22	56	19	138
ICELAND															
KEFLAVIK	ICELANDAIR	S	36	4	0	86	3	8	3	0	0	7	87	24	30
TOTAL KEFLAVIK			37	5	0	84	3	11	3	0	0	8	87	24	30
TOTAL ICELAND			37	5	0	84	3	11	3	0	0	8	87	24	30
IRISH REPUBLIC															
DONEGAL	LOGANAIR	S	26	2	0	92	0	8	0	0	0	0	93	4	27
TOTAL DONEGAL			26	2	0	92	0	8	0	0	0	0	93	4	27
DUBLIN	AER LINGUS	S	184	0	2	91	6	2	0	1	0	4	90	4	238
TOTAL DUBLIN			184	0	2	91	6	2	0	1	0	4	90	4	289
TOTAL IRISH REPUBLIC			210	2	2	91	5	2	0	1	0	3	90	4	316
ITALY															
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	38	38	13	13	0	0	26	25	43	8
TOTAL NAPLES			8	0	0	38	38	13	13	0	0	26	25	43	8
TURIN	AIR OPERATIONS EUROPE	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	AIRWORLD AVIATION LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	EXCALIBUR AIRWAYS	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	44	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	0	50	0	50	0	0	59	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	24	0	0	0
TOTAL TURIN			13	0	0	54	15	15	15	0	0	26	0	0	0
VENICE	EXCALIBUR AIRWAYS	C	2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL VENICE			2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL ITALY			24	0	0	50	25	13	13	0	0	24	46	32	13
MALTA															
MALTA	AIR MALTA	S	16	0	0	13	25	56	6	0	0	35	50	39	8
	AIR MALTA	C	29	4	1	48	7	24	21	0	0	30	59	19	44
TOTAL MALTA			45	4	1	36	13	36	16	0	0	31	62	24	66
TOTAL MALTA			45	4	1	36	13	36	16	0	0	31	62	24	66
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	168	1	4	61	15	13	11	0	0	20	81	6	155
TOTAL AMSTERDAM			168	1	4	61	15	13	11	0	0	20	81	6	155
TOTAL NETHERLANDS			168	1	4	61	15	13	11	0	0	20	81	6	155
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR ATLANTA ICELANDIC	C	8	0	0	100	0	0	0	0	0	-2	0	0	0
	BMI BRITISH MIDLAND	C	3	0	0	67	0	33	0	0	0	1	64	19	14
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	7	0	121	8
	CALEDONIAN AIRWAYS	C	8	0	0	38	13	38	13	0	0	30	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	2	0	50	0	50	0	0	40	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)										
FARO	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	19	0	0	0	6	48	33	21	18
	MY TRAVEL AIRWAYS UK	C	9	0	1	56	11	22	11	0	0	27	0	0	0
<b>TOTAL FARO</b>			<b>54</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>35</b>	<b>40</b>	<b>60</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>54</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>35</b>	<b>40</b>	<b>60</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	9	0	1	67	11	22	0	0	0	10	100	-10	10
<b>TOTAL FUNCHAL</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>-10</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>-10</b>	<b>10</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	15	0	1	27	13	40	20	0	0	35	12	94	17
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	20	30	10
	MONARCH AIRLINES	C	8	0	0	38	38	13	13	0	0	23	25	21	8
	MY TRAVEL AIRWAYS UK	C	7	1	0	14	14	14	43	14	0	101	0	0	0
<b>TOTAL ALICANTE</b>			<b>38</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>21</b>	<b>21</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>27</b>	<b>52</b>	<b>55</b>
GERONA	BRITANNIA AIRWAYS	C	9	0	0	67	22	0	11	0	0	21	40	33	5
	CALEDONIAN AIRWAYS	C	3	0	1	33	0	33	33	0	0	27	86	-12	7
	FIRST CHOICE AIRWAYS LTD	C	13	0	1	54	23	15	8	0	0	21	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	0	0	0	29	0	57	0	0	0
<b>TOTAL GERONA</b>			<b>33</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>70</b>	<b>38</b>	<b>20</b>
IBIZA	BRITANNIA AIRWAYS	C	30	0	1	70	13	13	3	0	0	14	33	57	24
	CALEDONIAN AIRWAYS	C	7	0	1	43	14	29	14	0	0	32	29	70	7
	FIRST CHOICE AIRWAYS LTD	C	16	1	3	88	6	6	0	0	0	2	44	27	16
	MY TRAVEL AIRWAYS UK	C	9	0	1	44	11	11	11	11	11	152	0	0	0
<b>TOTAL IBIZA</b>			<b>62</b>	<b>1</b>	<b>6</b>	<b>68</b>	<b>11</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>36</b>	<b>47</b>	<b>61</b>
MAHON	BRITANNIA AIRWAYS	C	7	0	0	43	29	0	0	0	29	127	43	23	7
	CALEDONIAN AIRWAYS	C	7	0	1	100	0	0	0	0	0	-1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	71	0	14	14	0	0	22	71	13	7
	SPANAIR	C	7	0	1	29	14	57	0	0	0	30	0	71	7
<b>TOTAL MAHON</b>			<b>28</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>11</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>45</b>	<b>38</b>	<b>46</b>	<b>34</b>
MALAGA	AIR EUROPA	C	8	0	0	38	13	0	50	0	0	51	0	0	0
	AIR OPERATIONS EUROPE	C	2	0	0	100	0	0	0	0	0	-7	0	0	0
	BMI BRITISH MIDLAND	C	8	0	0	88	13	0	0	0	0	-5	60	8	10
	BRITANNIA AIRWAYS	C	9	0	1	56	22	11	11	0	0	19	40	33	10
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	92	4	0	4	0	0	5	39	19	18
	SPANAIR	C	10	0	0	80	10	10	0	0	0	3	40	44	10
	VIVA	C	10	0	0	80	0	20	0	0	0	-3	0	0	0
<b>TOTAL MALAGA</b>			<b>72</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>48</b>	<b>32</b>	<b>71</b>	
PALMA DE MALLORCA	BMI BRITISH MIDLAND	C	6	1	1	100	0	0	0	0	0	-9	41	51	17
	BRITANNIA AIRWAYS	C	49	0	0	61	10	24	2	2	0	22	29	51	48
	CALEDONIAN AIRWAYS	C	8	0	0	50	13	25	0	0	13	73	10	59	10
	CENTENNIAL AIRLINES	C	7	1	0	71	14	0	14	0	0	23	22	121	9
	FIRST CHOICE AIRWAYS LTD	C	31	0	3	48	13	13	26	0	0	39	53	23	17
	MY TRAVEL AIRWAYS UK	C	22	4	4	18	14	18	50	0	0	60	0	0	0
	OASIS INTERNATIONAL	C	5	0	0	60	0	0	40	0	0	29	18	66	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1994		
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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	SPANAIR	C	29	0	2	62	10	21	7	0	0	12	34	25	38
<b>TOTAL PALMA DE MALLORCA</b>			<b>157</b>	<b>11</b>	<b>10</b>	<b>54</b>	<b>11</b>	<b>18</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>32</b>	<b>47</b>	177
REUS	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	0	-9	64	19	14
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	-10	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	86	14	0	0	0	0	-14	29	75	7
	SPANAIR	C	9	0	2	89	0	11	0	0	0	4	71	24	7
<b>TOTAL REUS</b>			<b>32</b>	<b>2</b>	<b>3</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>59</b>	<b>33</b>	29
<b>TOTAL SPAIN</b>			<b>422</b>	<b>15</b>	<b>27</b>	<b>63</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>40</b>	<b>43</b>	456
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	9	0	0	56	33	11	0	0	0	14	75	24	8
	CALEDONIAN AIRWAYS	C	8	0	0	50	38	13	0	0	0	16	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	10	88	-4	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	0	25	117	0	0	0
<b>TOTAL ARRECIFE</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>58</b>	<b>20</b>	43
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	-5	86	-6	7
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>86</b>	<b>-6</b>	7
<b>LAS PALMAS</b>															
	AIR EUROPA	C	26	1	0	69	0	15	15	0	0	10	20	75	10
	BRITANNIA AIRWAYS	C	9	0	0	78	0	22	0	0	0	5	70	12	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	-13	60	16	20
	MY TRAVEL AIRWAYS UK	C	8	0	2	100	0	0	0	0	0	-10	0	0	0
	OASIS INTERNATIONAL	C	19	2	0	58	11	21	11	0	0	12	6	81	16
	SPANAIR	C	9	0	0	67	11	22	0	0	0	16	20	93	10
<b>TOTAL LAS PALMAS</b>			<b>81</b>	<b>3</b>	<b>2</b>	<b>74</b>	<b>4</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>41</b>	<b>51</b>	82
<b>TENERIFE (SURREINA SOFIA)</b>															
	AIR EUROPA	C	3	0	1	100	0	0	0	0	0	0	0	104	9
	AIR OPERATIONS EUROPE	C	2	0	1	50	0	50	0	0	0	11	0	1415	1
	BRITANNIA AIRWAYS	C	17	0	0	59	12	0	12	12	6	103	19	48	16
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	85	8	4	0	0	4	26	80	-3	25
	MY TRAVEL AIRWAYS UK	C	17	0	0	24	6	12	35	18	6	157	0	0	0
	OASIS INTERNATIONAL	C	24	0	0	71	21	4	4	0	0	7	45	18	11
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>89</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>11</b>	<b>6</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>59</b>	<b>49</b>	<b>35</b>	112
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>219</b>	<b>3</b>	<b>4</b>	<b>69</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>49</b>	<b>37</b>	244
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-18	100	4	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	11	11	11	0	0	21	60	13	10
<b>TOTAL MONASTIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	20
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	20
<b>TURKEY</b>															
DALAMAN	BRITANNIA AIRWAYS	C	7	0	0	0	29	29	43	0	0	58	22	40	9
	CALEDONIAN AIRWAYS	C	16	0	5	63	6	6	6	0	19	160	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	1	56	11	22	11	0	0	26	43	20	7
	MY TRAVEL AIRWAYS UK	C	9	0	1	44	22	11	22	0	0	33	0	0	0
	PEGASUS AIRLINES	C	7	0	0	57	14	29	0	0	0	17	0	0	0

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				Actual (7)	Plan (8)										
DALAMAN	SUNWAYS	C	7	0	1	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL DALAMAN</b>			<b>55</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>13</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>47</b>	<b>32</b>	<b>30</b>
IZMIR (ADNAM MENDERES)	CALEDONIAN AIRWAYS	C	7	2	3	43	43	0	0	14	0	48	25	117	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	1	22	33	11	33	0	0	41	43	34	7
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>16</b>	<b>2</b>	<b>4</b>	<b>31</b>	<b>38</b>	<b>6</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>78</b>	<b>15</b>
<b>TOTAL TURKEY</b>			<b>71</b>	<b>2</b>	<b>12</b>	<b>49</b>	<b>18</b>	<b>13</b>	<b>14</b>	<b>1</b>	<b>4</b>	<b>60</b>	<b>42</b>	<b>47</b>	<b>45</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	2	2	0	0	50	50	0	0	0	43	0	0	0
	LOGANAIR	S	132	0	0	91	7	2	1	0	0	4	82	10	125
<b>TOTAL ABERDEEN</b>			<b>134</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>12</b>	<b>126</b>
BARRA	LOGANAIR	S	48	3	1	94	0	6	0	0	0	2	80	10	49
<b>TOTAL BARRA</b>			<b>48</b>	<b>3</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>49</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	160	0	0	95	3	1	1	0	0	2	87	8	191
<b>TOTAL BELFAST CITY</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>192</b>
BELFAST INTERNATIONAL	LOGANAIR	S	239	2	0	94	4	2	0	0	0	1	81	12	227
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>240</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>227</b>
BENBECULA	BRITISH AIRWAYS PLC	S	52	0	0	83	8	10	0	0	0	6	65	21	52
<b>TOTAL BENBECULA</b>			<b>52</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>22</b>	<b>53</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	302	2	5	90	7	2	1	0	0	4	84	10	254
	BRITISH REGIONAL AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>305</b>	<b>2</b>	<b>5</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>11</b>	<b>260</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	203	2	7	89	3	4	1	2	0	8	84	11	185
<b>TOTAL BRISTOL</b>			<b>203</b>	<b>2</b>	<b>7</b>	<b>89</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>11</b>	<b>185</b>
CAMPBELTOWN	LOGANAIR	S	49	0	0	86	10	4	0	0	0	7	84	3	45
<b>TOTAL CAMPBELTOWN</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>3</b>	<b>45</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	130	0	2	87	5	3	5	0	0	6	81	15	119
<b>TOTAL CARDIFF WALES</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>15</b>	<b>119</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	62	0	0	87	3	8	0	2	0	5	71	18	63
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>18</b>	<b>63</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	133	3	5	92	5	2	0	0	0	1	94	2	47
<b>TOTAL EAST MIDLANDS</b>			<b>133</b>	<b>4</b>	<b>5</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>2</b>	<b>47</b>
EXETER	JERSEY EUROPEAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-13	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>0</b>	<b>-13</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	AIR OPERATIONS EUROPE	C	2	0	0	50	0	0	50	0	0	37	0	0	0
	AIR TRANSAT	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	KLM UK LTD	S	288	0	2	83	9	5	3	0	0	6	88	5	275
<b>TOTAL GATWICK</b>			<b>293</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>275</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	4	0	0	100	0	0	0	0	0	-3	70	15	10
<b>TOTAL GUERNSEY</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>70</b>	<b>15</b>	<b>10</b>

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			Actual (7)	Plan (8)											
HEATHROW	BMI BRITISH MIDLAND	S	483	5	0	83	10	5	3	0	0	8	89	6	515
	BRITISH AIRWAYS PLC	S	673	6	0	86	8	4	2	0	0	7	84	7	663
<b>TOTAL HEATHROW</b>			<b>1156</b>	<b>11</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	1188
ISLAY	LOGANAIR	S	46	0	1	91	4	4	0	0	0	3	71	22	56
<b>TOTAL ISLAY</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>22</b>	56
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	2	71	2	0	26	2	0	38	85	11	62
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>85</b>	<b>11</b>	62
JERSEY	BMI BRITISH MIDLAND	S	25	3	1	92	8	0	0	0	0	-1	79	33	28
	BRITISH REGIONAL AIRLINES LTD	C	3	5	0	67	33	0	0	0	0	11	0	0	0
<b>TOTAL JERSEY</b>			<b>28</b>	<b>8</b>	<b>1</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>31</b>	39
KIRKWALL	LOGANAIR	S	48	0	0	83	15	2	0	0	0	3	75	12	40
<b>TOTAL KIRKWALL</b>			<b>48</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>3</b>	<b>75</b>	<b>12</b>	40
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	104	2	0	88	4	2	7	0	0	9	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>104</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>14</b>	86
MANCHESTER	AIR CANADA	S	36	0	0	81	14	6	0	0	0	-2	80	5	30
	BMI REGIONAL	S	128	1	13	83	8	5	5	0	0	8	83	11	6
	BRITISH AIRWAYS PLC	S	228	0	1	91	6	3	0	0	0	3	88	4	178
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	38	38	0	0	45	0	0	0
<b>TOTAL MANCHESTER</b>			<b>400</b>	<b>1</b>	<b>14</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>11</b>	221
NEWCASTLE	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	4	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>29</b>	7
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	139	0	3	91	1	6	2	0	0	2	87	2	134
<b>TOTAL SOUTHAMPTON</b>			<b>139</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>2</b>	134
STANSTED	KLM UK LTD	S	169	0	1	86	8	5	2	0	0	3	90	2	153
<b>TOTAL STANSTED</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>2</b>	153
STORNOWAY	BRITISH AIRWAYS PLC	S	113	0	0	80	12	6	2	0	0	9	66	20	104
<b>TOTAL STORNOWAY</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>20</b>	104
SUMBURGH	BMI REGIONAL	S	41	0	1	85	7	2	5	0	0	9	0	0	0
	LOGANAIR	S	52	0	0	75	21	4	0	0	0	9	90	8	51
<b>TOTAL SUMBURGH</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>8</b>	51
TIREE	LOGANAIR	S	34	0	1	76	18	3	0	3	0	11	67	-76	6
<b>TOTAL TIREE</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>-76</b>	6
<b>TOTAL UNITED KINGDOM</b>			<b>4215</b>	<b>43</b>	<b>47</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>9</b>	3851
USA															
BOSTON	BRITISH AIRWAYS PLC	S	46	0	0	83	7	4	4	0	2	12	0	0	0
<b>TOTAL BOSTON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>70</b>	<b>20</b>	47
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	87	11	2	0	0	0	-4	89	2	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>89</b>	<b>2</b>	62
ORLANDO	BRITANNIA AIRWAYS	C	7	0	0	71	14	0	14	0	0	6	61	23	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)
ORLANDO	LEISURE INTL AIRWAYS LTD	C	8	0	0	38	13	38	13	0	0	32	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	6	25	25	0	0	31	0	0	0
TOTAL ORLANDO			31	0	8	48	10	23	19	0	0	26	71	11	58
TOTAL USA			139	0	8	77	9	7	6	0	1	8	78	9	259
TOTAL GLASGOW			6382	90	128	81	8	6	4	0	0	10	78	13	6544

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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	28	0	0	14	21	21	39	4	0	61	12	91	26
TOTAL ALGIERS			28	0	0	14	21	21	39	4	0	61	12	91	26
TOTAL ALGERIA			28	0	0	14	21	21	39	4	0	61	12	91	26
<b>ARGENTINA</b>															
BUENOS AIRES	AEROLINEAS ARGENTINAS	S	18	0	0	56	22	11	11	0	0	21	70	14	10
	BRITISH AIRWAYS PLC	S	26	1	0	85	12	4	0	0	0	2	78	6	27
TOTAL BUENOS AIRES			44	1	0	73	16	7	5	0	0	10	76	8	37
TOTAL ARGENTINA			44	1	0	73	16	7	5	0	0	10	76	8	37
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	44	0	0	64	16	16	5	0	0	16	70	12	27
TOTAL BRISBANE			44	0	0	64	16	16	5	0	0	16	70	12	27
MELBOURNE	BRITISH AIRWAYS PLC	S	62	1	0	27	29	34	8	2	0	33	59	53	41
	QANTAS	S	63	0	0	48	22	21	8	2	0	27	48	25	62
TOTAL MELBOURNE			125	1	0	38	26	27	8	2	0	30	52	36	103
SYDNEY	BRITISH AIRWAYS PLC	S	16	0	0	50	31	13	6	0	0	19	40	26	10
	QANTAS	S	61	2	0	75	13	5	3	3	0	19	79	10	61
TOTAL SYDNEY			77	2	0	70	17	6	4	3	0	19	73	13	71
TOTAL AUSTRALIA			246	3	0	52	21	19	6	2	0	24	63	25	222
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	209	0	5	70	14	10	6	0	0	15	85	8	190
	BRITISH AIRWAYS PLC	S	186	0	0	65	15	17	3	0	0	14	72	21	186
TOTAL VIENNA			395	0	5	68	15	13	5	0	0	15	79	14	376
TOTAL AUSTRIA			395	0	5	68	15	13	5	0	0	15	79	14	377
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	88	1	2	67	11	15	6	1	0	17	76	45	37
TOTAL BAHRAIN			88	1	2	67	11	15	6	1	0	17	76	45	37
TOTAL BAHRAIN			88	1	2	67	11	15	6	1	0	17	76	45	37
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	36	2	0	31	8	19	22	14	6	92	48	92	44
	BRITISH AIRWAYS PLC	S	34	0	1	44	24	15	18	0	0	27	82	4	34
TOTAL DACCA			70	2	1	37	16	17	20	7	3	60	63	54	78
TOTAL BANGLADESH			70	2	1	37	16	17	20	7	3	60	63	54	78
<b>BELGIUM</b>															
ANTWERP	SABENA	S	92	0	6	79	15	1	3	1	0	11	82	8	94
TOTAL ANTWERP			92	0	6	79	15	1	3	1	0	11	82	8	94
BRUSSELS	BMI BRITISH MIDLAND	S	398	0	15	76	13	7	5	0	0	10	90	2	405
	BRITISH AIRWAYS PLC	S	399	0	0	79	13	5	3	1	0	11	83	7	390



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)										
BRUSSELS	SABENA	S	451	11	50	76	12	7	5	0	0	11	90	2	481
<b>TOTAL BRUSSELS</b>			<b>1248</b>	<b>11</b>	<b>65</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>4</b>	<b>1338</b>
<b>TOTAL BELGIUM</b>			<b>1340</b>	<b>11</b>	<b>71</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>4</b>	<b>1432</b>
<b>BOTSWANA</b>															
GABORONE	BRITISH AIRWAYS PLC	S	18	0	0	67	22	11	0	0	0	14	64	9	14
<b>TOTAL GABORONE</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>14</b>	<b>64</b>	<b>9</b>	<b>14</b>
<b>TOTAL BOTSWANA</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>14</b>	<b>64</b>	<b>9</b>	<b>14</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	VARIG	S	14	0	0	29	7	36	29	0	0	38	6	46	17
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>7</b>	<b>36</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>46</b>	<b>17</b>
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	3	70	15	10
	VARIG	S	12	0	0	17	33	25	17	8	0	62	33	50	9
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>53</b>	<b>32</b>	<b>19</b>
<b>TOTAL BRAZIL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>15</b>	<b>24</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>38</b>	<b>36</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	34	0	0	50	26	15	9	0	0	22	71	3	17
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>3</b>	<b>17</b>
<b>TOTAL BRUNEI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>3</b>	<b>17</b>
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	44	0	0	52	25	16	5	2	0	22	52	20	46
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>20</b>	<b>46</b>
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>20</b>	<b>46</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	26	1	1	77	15	4	4	0	0	4	85	-5	20
<b>TOTAL CALGARY</b>			<b>26</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>-5</b>	<b>20</b>
EDMONTON	AIR CANADA	S	29	0	8	66	24	7	3	0	0	10	59	100	17
<b>TOTAL EDMONTON</b>			<b>29</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>100</b>	<b>17</b>
HALIFAX INT	AIR CANADA	S	43	0	7	74	21	0	5	0	0	13	74	14	46
<b>TOTAL HALIFAX INT</b>			<b>43</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>21</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>46</b>
MONTREAL (MIRABEL)	AIR CANADA	S	4	0	0	0	75	25	0	0	0	27	0	0	0
<b>TOTAL MONTREAL (MIRABEL)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	58	0	0	66	22	7	5	0	0	15	57	17	60
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>17</b>	<b>60</b>
TORONTO	AIR CANADA	S	124	3	12	52	24	15	7	2	0	24	36	31	69
	AIR INDIA	S	21	0	5	19	5	24	24	5	24	270	33	40	21
	BRITISH AIRWAYS PLC	S	78	0	0	69	15	12	4	0	0	7	65	19	79
	CANADIAN AIRLINES INT/L	S	62	0	0	77	11	8	3	0	0	8	89	-4	62
<b>TOTAL TORONTO</b>			<b>286</b>	<b>3</b>	<b>17</b>	<b>60</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>34</b>	<b>60</b>	<b>18</b>	<b>231</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)										
VANCOUVER	AIR CANADA	S	62	0	0	50	10	26	15	0	0	28	61	18	61
	BRITISH AIRWAYS PLC	S	62	0	0	79	10	3	8	0	0	9	89	-1	62
	CANADIAN AIRLINES INT/L	S	62	0	0	66	18	15	2	0	0	13	90	-2	60
<b>TOTAL VANCOUVER</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>5</b>	<b>183</b>
<b>TOTAL CANADA</b>			<b>632</b>	<b>4</b>	<b>33</b>	<b>63</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>68</b>	<b>15</b>	<b>558</b>
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	18	0	0	72	28	0	0	0	0	10	71	10	17
<b>TOTAL SANTIAGO DE CHILE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>10</b>	<b>17</b>
<b>TOTAL CHILE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>10</b>	<b>17</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	18	0	0	33	22	11	28	6	0	59	56	98	18
	BRITISH AIRWAYS PLC	S	17	0	0	65	18	0	18	0	0	18	39	48	18
<b>TOTAL BEIJING</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>6</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>47</b>	<b>73</b>	<b>36</b>
<b>TOTAL CHINA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>6</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>47</b>	<b>73</b>	<b>36</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	18	0	0	72	22	0	6	0	0	5	68	7	19
<b>TOTAL BOGOTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>7</b>	<b>19</b>
<b>TOTAL COLOMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>7</b>	<b>19</b>
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	62	0	0	71	13	8	8	0	0	10	64	25	36
<b>TOTAL ZAGREB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>25</b>	<b>36</b>
<b>TOTAL CROATIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>24</b>	<b>44</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	61	0	0	80	8	10	2	0	0	4	69	7	62
	CYPRUS AIRWAYS	S	78	1	0	50	17	13	21	0	0	33	61	24	80
<b>TOTAL LARNACA</b>			<b>140</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>17</b>	<b>142</b>
PAPHOS	CYPRUS AIRWAYS	S	18	0	0	67	11	22	0	0	0	11	78	12	18
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>158</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>16</b>	<b>160</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	S	6	0	0	100	0	0	0	0	0	-4	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	84	12	2	1	1	0	6	75	21	123
	CSA	S	123	1	0	62	14	15	9	0	0	18	64	19	110
<b>TOTAL PRAGUE</b>			<b>253</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>20</b>	<b>233</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>253</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>20</b>	<b>233</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	62	0	0	79	15	6	0	0	0	8	90	2	62
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>2</b>	<b>62</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)										
COPENHAGEN	BRITISH AIRWAYS PLC	S	236	0	0	81	11	7	2	0	0	7	78	7	176
	SAS	S	306	0	0	76	15	8	2	0	8	82	8	300	
	VARIG	S	26	0	0	27	15	38	15	4	48	19	49	27	
<b>TOTAL COPENHAGEN</b>			<b>568</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	<b>503</b>	
<b>TOTAL DENMARK</b>			<b>630</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>565</b>	
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	84	13	2	2	0	2	98	-3	62	
	EGYPT AIR	S	62	0	0	44	27	21	8	0	23	47	24	62	
<b>TOTAL CAIRO</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>10</b>	<b>124</b>	
LUXOR	EGYPT AIR	S	10	0	0	90	0	0	10	0	6	10	58	10	
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>58</b>	<b>10</b>	
<b>TOTAL EGYPT</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>14</b>	<b>134</b>	
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	38	0	0	16	11	37	37	0	46	37	36	38	
<b>TOTAL ADDIS ABABA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>37</b>	<b>37</b>	<b>0</b>	<b>46</b>	<b>37</b>	<b>36</b>	<b>38</b>	
<b>TOTAL ETHIOPIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>37</b>	<b>37</b>	<b>0</b>	<b>46</b>	<b>37</b>	<b>36</b>	<b>38</b>	
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	JATAIRWAYS	S	46	0	0	72	26	2	0	0	8	0	0	0	
<b>TOTAL BELGRADE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	115	0	0	79	17	3	1	0	6	80	6	114	
	FINNAIR	S	177	0	0	67	23	10	1	0	11	85	5	176	
<b>TOTAL HELSINKI</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>6</b>	<b>292</b>	
<b>TOTAL FINLAND</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>6</b>	<b>292</b>	
<b>FRANCE</b>															
AJACCIO	BMI BRITISH MIDLAND	C	4	0	1	50	25	25	0	0	22	0	0	0	
<b>TOTAL AJACCIO</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LYON	AIR FRANCE	S	160	0	8	74	13	11	3	0	9	79	6	112	
	BRITISH AIRWAYS PLC	S	184	0	2	83	10	5	2	1	5	83	9	136	
<b>TOTAL LYON</b>			<b>344</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>8</b>	<b>248</b>	
NICE	AIR FRANCE	S	116	0	2	66	17	9	8	0	17	70	10	120	
	BMI BRITISH MIDLAND	S	122	0	0	60	16	19	5	1	21	84	8	122	
	BRITISH AIRWAYS PLC	S	192	0	0	65	20	10	5	0	14	72	11	186	
	BRITISH AIRWAYS PLC	C	2	0	2	100	0	0	0	0	9	0	0	0	
<b>TOTAL NICE</b>			<b>433</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>10</b>	<b>456</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	482	5	1	73	15	8	4	0	10	84	5	492	
	BMI BRITISH MIDLAND	S	488	0	0	78	11	7	4	0	9	87	6	489	
	BRITISH AIRWAYS PLC	S	486	0	0	84	9	3	4	0	6	92	1	487	
	BRITISH AIRWAYS PLC	C	2	0	2	50	50	0	0	0	13	50	11	2	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 PARIS (CHARLES DE GAULLE)</b>			<b>1459</b>	<b>14</b>	<b>3</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>4</b>	1472
<b>PARIS (ORLY)</b>	AIR FRANCE	S	228	0	1	79	14	4	3	0	0	8	88	4	238
	AIR LIBERTE/ TAT EUROPEAN ALN	S	176	0	2	81	10	7	2	0	0	5	92	0	107
	BMI BRITISH MIDLAND	S	233	0	1	78	10	9	3	0	0	8	87	4	238
	BRITISH AIRWAYS PLC	S	116	0	0	67	18	9	6	0	0	13	73	10	113
<b>TOTAL PARIS (ORLY)</b>			<b>754</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>5</b>	696
<b>STRASBOURG</b>	AIR FRANCE	S	60	1	1	52	20	22	7	0	0	20	50	40	101
<b>TOTAL STRASBOURG</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>20</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>40</b>	101
<b>TOULOUSE (BLAGNAC)</b>	AIR FRANCE	S	122	0	2	90	6	2	2	0	0	4	90	2	62
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>3</b>	65
<b>TOTAL FRANCE</b>			<b>3177</b>	<b>16</b>	<b>28</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>6</b>	3158
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BRITISH AIRWAYS PLC	S	240	0	0	81	11	5	3	0	0	10	81	6	237
	LUFTHANSA	S	124	0	0	81	13	4	2	0	0	7	85	7	124
<b>TOTAL BERLIN (TEGEL)</b>			<b>365</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>6</b>	361
<b>BREMEN</b>	BRITISH AIRWAYS PLC	S	32	0	1	84	13	3	0	0	0	6	86	8	28
	LUFTHANSA	S	62	0	0	60	23	13	5	0	0	16	65	18	62
<b>TOTAL BREMEN</b>			<b>94</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>15</b>	90
<b>COLOGNE (BONN)</b>	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	9	0	0	0
	BRITISH AIRWAYS PLC	S	116	0	0	84	9	3	3	0	1	12	72	13	114
	LUFTHANSA	S	86	0	0	88	6	2	2	1	0	5	84	3	122
<b>TOTAL COLOGNE (BONN)</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>8</b>	236
<b>DRESDEN</b>	LUFTHANSA	S	84	0	1	70	19	8	1	1	0	13	69	14	45
<b>TOTAL DRESDEN</b>			<b>84</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>14</b>	45
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	232	0	0	81	12	6	2	0	0	7	75	7	228
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	-5	0	0	0
	LUFTHANSA	S	196	0	0	78	16	5	2	0	0	8	85	6	208
<b>TOTAL DUSSELDORF</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>7</b>	436
<b>FRANKFURT MAIN</b>	BMI BRITISH MIDLAND	S	239	0	0	76	13	8	3	0	0	9	86	5	238
	BRITISH AIRWAYS PLC	S	256	0	0	71	17	9	3	0	0	10	65	13	244
	LUFTHANSA	S	310	1	0	70	21	6	3	0	0	11	75	11	312
<b>TOTAL FRANKFURT MAIN</b>			<b>805</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	794
<b>HAMBURG</b>	BRITISH AIRWAYS PLC	S	186	0	0	90	5	4	1	0	0	2	76	10	186
	LUFTHANSA	S	192	0	0	79	13	7	2	0	0	7	82	7	190
<b>TOTAL HAMBURG</b>			<b>378</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>8</b>	376
<b>HANOVER</b>	BRITISH AIRWAYS PLC	S	62	0	0	89	5	5	2	0	0	4	90	2	62
	LUFTHANSA	S	124	0	0	89	7	2	2	0	0	4	84	5	124
<b>TOTAL HANOVER</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>4</b>	186
<b>LEIPZIG</b>	BRITISH AIRWAYS PLC	S	62	0	0	94	5	2	0	0	0	0	77	25	62
	LUFTHANSA	S	72	0	0	72	15	10	3	0	0	13	69	12	52
<b>TOTAL LEIPZIG</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>19</b>	114

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				Actual (7)	Plan (8)										
MUNICH	BRITISH AIRWAYS PLC	S	292	0	0	87	7	4	2	0	0	5	83	6	290
	LUFTHANSA	S	262	0	21	74	12	10	5	0	10	84	8	269	
<b>TOTAL MUNICH</b>			<b>554</b>	<b>0</b>	<b>21</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>7</b>	<b>559</b>	
NUREMBERG	LUFTHANSA	S	124	0	0	78	15	5	2	0	7	85	5	124	
<b>TOTAL NUREMBERG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>5</b>	<b>124</b>	
STUTTGART	BRITISH AIRWAYS PLC	S	108	0	1	69	19	6	5	0	12	87	7	114	
	LUFTHANSA	S	162	0	1	74	14	9	4	0	10	81	9	166	
<b>TOTAL STUTTGART</b>			<b>270</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>281</b>	
<b>TOTAL GERMANY</b>			<b>3630</b>	<b>2</b>	<b>25</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>3602</b>	
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	26	0	0	15	23	23	31	4	4	75	8	61	26
<b>TOTAL ACCRA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>23</b>	<b>31</b>	<b>4</b>	<b>4</b>	<b>75</b>	<b>8</b>	<b>61</b>	<b>26</b>
<b>TOTAL GHANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>23</b>	<b>31</b>	<b>4</b>	<b>4</b>	<b>75</b>	<b>8</b>	<b>61</b>	<b>26</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	21	0	0	62	19	14	5	0	14	72	22	25	
<b>TOTAL GIBRALTAR</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>22</b>	<b>25</b>	
<b>TOTAL GIBRALTAR</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>22</b>	<b>25</b>	
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	123	0	1	63	16	15	6	0	13	67	27	128	
	OLYMPIC AIRWAYS	S	173	0	1	61	13	18	8	0	18	60	15	177	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	16	8	2	0	4	0	0	0	
<b>TOTAL ATHENS</b>			<b>358</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>20</b>	<b>369</b>	
SALONIKA	BMI BRITISH MIDLAND	C	8	0	0	25	25	38	13	0	30	0	0	0	
	BRITISH AIRWAYS PLC	S	56	0	0	82	11	5	2	0	4	77	14	62	
<b>TOTAL SALONIKA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>14</b>	<b>62</b>	
<b>TOTAL GREECE</b>			<b>422</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>19</b>	<b>431</b>	
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	62	0	0	61	21	15	2	2	0	19	75	10	63
	CATHAY PACIFIC AIRWAYS	S	80	0	0	55	15	25	4	1	0	23	55	22	88
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	92	6	2	0	0	-7	53	25	62	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>19</b>	<b>213</b>
<b>TOTAL HONG KONG</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>19</b>	<b>213</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	124	0	0	79	17	1	3	0	8	68	13	100	
	MALEV (HUNGARIAN AIRLINES)	S	123	1	1	82	13	3	2	0	5	53	18	98	
<b>TOTAL BUDAPEST</b>			<b>247</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>16</b>	<b>198</b>	
<b>TOTAL HUNGARY</b>			<b>247</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>16</b>	<b>198</b>	
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	60	2	0	57	30	12	2	0	15	68	16	44	

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ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

		Reporting Airport: HEATHROW (Full Analysis)											OCT 1994		
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
				Actual (7)	Plan (8)										
TOTAL KEFLAVIK			60	2	0	57	30	12	2	0	0	15	68	16	44
TOTAL ICELAND			60	2	0	57	30	12	2	0	0	15	68	16	44
INDIA															
CALCUTTA	BRITISH AIRWAYS PLC	S	17	0	0	35	29	18	18	0	0	32	65	12	26
TOTAL CALCUTTA			17	0	0	35	29	18	18	0	0	32	65	12	26
DELHI	AIR CANADA	S	36	0	0	31	19	25	25	0	0	45	52	32	31
	BRITISH AIRWAYS PLC	S	10	0	0	30	10	10	50	0	0	51	45	21	11
TOTAL DELHI			46	0	0	30	17	22	30	0	0	46	48	32	44
MADRAS/CHENNAI	AIR INDIA	S	18	0	0	89	0	11	0	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	25	0	1	68	32	0	0	0	0	2	67	35	27
TOTAL MADRAS/CHENNAI			43	0	1	77	19	5	0	0	0	4	67	35	27
MUMBAI	AIR INDIA	S	104	3	4	20	11	24	31	4	11	137	29	95	95
	BRITISH AIRWAYS PLC	S	36	0	0	47	11	11	31	0	0	27	88	5	26
TOTAL MUMBAI			140	3	4	27	11	21	31	3	8	109	42	76	121
TOTAL INDIA			246	3	5	37	15	18	24	2	4	74	49	54	218
INDONESIA															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	36	0	0	56	19	19	6	0	0	17	64	33	25
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			36	0	0	56	19	19	6	0	0	17	64	33	25
TOTAL INDONESIA			36	0	0	56	19	19	6	0	0	17	64	33	25
IRAN															
TEHRAN	BRITISH AIRWAYS PLC	S	19	0	0	89	11	0	0	0	0	-4	100	-8	18
	IRAN AIR	S	28	0	0	68	11	18	0	4	0	22	54	30	26
TOTAL TEHRAN			47	0	0	77	11	11	0	2	0	12	73	14	44
TOTAL IRAN			47	0	0	77	11	11	0	2	0	12	73	14	44
IRISH REPUBLIC															
CORK	AER LINGUS	S	221	1	0	76	9	5	10	0	0	15	82	9	222
TOTAL CORK			221	1	0	76	9	5	10	0	0	15	82	9	222
DUBLIN	AER LINGUS	S	790	2	3	78	12	6	4	0	0	10	82	7	818
	BMI BRITISH MIDLAND	S	486	0	1	80	10	6	4	0	0	8	92	1	486
TOTAL DUBLIN			1276	2	4	79	11	6	4	0	0	10	86	5	1305
SHANNON	AER LINGUS	S	221	0	1	76	10	6	7	0	0	13	75	15	186
TOTAL SHANNON			221	0	1	76	10	6	7	0	0	13	75	15	186
TOTAL IRISH REPUBLIC			1718	3	5	78	11	6	5	0	0	11	84	7	1713
ISRAEL															
OVDA	EL AL	S	11	0	0	64	36	0	0	0	0	7	56	13	18
TOTAL OVDA			11	0	0	64	36	0	0	0	0	7	56	13	18
TEL AVIV	BRITISH AIRWAYS PLC	S	60	0	2	80	5	15	0	0	0	5	81	7	67
	EL AL	S	89	5	4	72	15	12	1	0	0	7	69	14	103

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Reporting Airport: HEATHROW (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 TEL AVIV			149	5	6	75	11	13	1	0	0	7	74	12	170
TOTAL ISRAEL			160	5	6	74	13	13	1	0	0	7	72	12	188
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	62	0	0	68	23	3	5	0	2	18	67	20	60
TOTAL BOLOGNA			62	0	0	68	23	3	5	0	2	18	63	18	122
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	6	2	0	50	33	0	17	0	0	20	0	0	0
TOTAL CATANIA (FONTANAROSSA)			6	2	0	50	33	0	17	0	0	20	68	18	62
MILAN (LINATE)	ALITALIA	S	355	1	16	35	21	18	21	5	0	47	69	15	238
	BRITISH AIRWAYS PLC	S	248	0	0	40	20	23	17	1	0	33	62	20	244
TOTAL MILAN (LINATE)			603	1	16	37	21	20	19	3	0	41	66	18	482
NAPLES	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL NAPLES			2	0	0	100	0	0	0	0	0	1	50	35	16
PISA	BRITISH AIRWAYS PLC	S	70	0	0	66	16	11	4	3	0	20	74	28	62
TOTAL PISA			70	0	0	66	16	11	4	3	0	20	74	28	62
ROME (FIUMICINO)	AIR FRANCE	S	46	0	0	37	35	22	7	0	0	25	0	0	0
	ALITALIA	S	307	1	2	52	18	18	11	1	0	26	78	10	237
	BRITISH AIRWAYS PLC	S	248	0	0	52	19	17	11	1	0	25	70	18	248
TOTAL ROME (FIUMICINO)			601	1	2	51	20	18	10	1	0	25	74	14	485
TURIN	ALITALIA	S	54	0	8	56	6	17	22	0	0	26	79	4	58
	BRITISH AIRWAYS PLC	S	64	0	1	80	14	2	5	0	0	5	71	10	52
TOTAL TURIN			118	0	9	69	10	8	13	0	0	15	75	7	110
VENICE	BRITISH AIRWAYS PLC	S	62	0	0	77	15	5	3	0	0	8	64	28	74
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	11	0	0	0
TOTAL VENICE			64	0	0	78	14	5	3	0	0	8	60	26	136
TOTAL ITALY			1526	4	27	49	19	16	13	2	0	30	68	17	1487
JAPAN															
NAGOYA (AFB)	BRITISH AIRWAYS PLC	S	16	0	0	56	25	13	6	0	0	19	71	15	17
TOTAL NAGOYA (AFB)			16	0	0	56	25	13	6	0	0	19	71	15	17
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS PLC	S	19	0	0	53	11	11	26	0	0	33	39	22	18
	JAPAN AIRLINES	S	38	0	0	55	18	16	11	0	0	19	0	0	0
TOTAL OSAKA (KANSAI)			59	0	0	56	15	14	15	0	0	23	39	22	18
TOKYO (NARITA)	AEROFLOT	S	18	0	0	39	17	33	11	0	0	31	52	36	23
	ALL NIPPON AIRWAYS	S	64	0	0	58	23	17	2	0	0	14	66	12	62
	BRITISH AIRWAYS PLC	S	116	0	0	61	19	16	3	0	1	25	61	19	116
	JAPAN AIRLINES	S	75	0	0	64	19	12	4	0	1	28	40	30	67
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	59	20	11	9	0	0	18	31	36	54
TOTAL TOKYO (NARITA)			327	0	1	60	20	16	4	0	1	23	52	25	325
TOTAL JAPAN			402	0	1	59	19	15	6	0	0	22	50	25	398

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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)
<b>JORDAN</b>															
AMMAN	BRITISH AIRWAYS PLC	S	32	0	0	69	19	9	3	0	0	7	0	0	0
	BRITISH MEDITERRANEAN AIRWA	S	18	0	1	94	6	0	0	0	0	-13	0	0	0
	ROYAL JORDANIAN	S	52	0	0	63	15	15	6	0	0	14	61	38	57
<b>TOTAL AMMAN</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>41</b>	<b>62</b>
<b>TOTAL JORDAN</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>41</b>	<b>62</b>
<b>KENYA</b>															
MOMBASA	KENYA AIRWAYS	S	14	1	0	64	21	7	7	0	0	21	73	8	11
<b>TOTAL MOMBASA</b>			<b>14</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>8</b>	<b>11</b>
NAIROBI	BRITISH AIRWAYS PLC	S	17	0	0	53	12	24	12	0	0	23	53	18	19
	KENYA AIRWAYS	S	49	1	0	71	8	8	10	2	0	14	40	121	55
<b>TOTAL NAIROBI</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>94</b>	<b>74</b>
<b>TOTAL KENYA</b>			<b>82</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>47</b>	<b>83</b>	<b>85</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	45	0	0	82	13	4	0	0	0	0	64	21	36
	KUWAIT AIRWAYS	S	62	0	0	61	29	5	5	0	0	11	76	7	62
<b>TOTAL KUWAIT</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>12</b>	<b>98</b>
<b>TOTAL KUWAIT</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>12</b>	<b>98</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	C	7	0	0	43	29	14	14	0	0	28	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KYRGYZSTAN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	8	0	0	75	0	25	0	0	0	2	71	17	7
	MEA	S	35	1	1	51	14	31	3	0	0	17	50	13	34
<b>TOTAL BEIRUT</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>12</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>13</b>	<b>42</b>
<b>TOTAL LEBANON</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>12</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>13</b>	<b>42</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	34	0	0	76	15	0	9	0	0	9	75	6	36
<b>TOTAL VILNIUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>6</b>	<b>36</b>
<b>TOTAL LITHUANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>6</b>	<b>36</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	54	0	0	81	11	4	4	0	0	7	92	11	52
	LUXAIR	S	114	0	0	78	13	7	2	0	0	8	79	6	114
<b>TOTAL LUXEMBOURG</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>166</b>
<b>TOTAL LUXEMBOURG</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>166</b>
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	9	0	0	67	11	22	0	0	0	14	67	116	9



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							OCT 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 LILONGWE			9	0	0	67	11	22	0	0	0	14	67	116	9
TOTAL MALAWI			9	0	0	67	11	22	0	0	0	14	67	116	9
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	123	2	1	59	21	15	3	2	0	21	66	14	62
TOTAL KUALA LUMPUR (SEPANG)			123	2	1	59	21	15	3	2	0	21	65	14	63
TOTAL MALAYSIA			123	2	1	59	21	15	3	2	0	21	65	14	63
<b>MALTA</b>															
MALTA	AIR MALTA	S	124	0	0	32	27	25	13	3	0	38	49	28	140
TOTAL MALTA			124	0	0	32	27	25	13	3	0	38	49	28	140
TOTAL MALTA			124	0	0	32	27	25	13	3	0	38	49	28	140
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	18	0	1	50	28	11	6	6	0	32	44	15	18
TOTAL MAURITIUS			18	0	1	50	28	11	6	6	0	32	44	15	18
TOTAL MAURITIUS			18	0	1	50	28	11	6	6	0	32	44	15	18
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	85	15	0	0	0	0	-6	69	72	26
TOTAL MEXICO CITY			26	0	0	85	15	0	0	0	0	-6	69	72	26
TOTAL MEXICO			26	0	0	85	15	0	0	0	0	-6	69	72	26
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	8	0	0	75	13	0	13	0	0	12	0	0	0
TOTAL AGADIR			9	0	0	67	11	0	22	0	0	19	0	0	0
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	43	0	0	56	21	5	12	7	0	39	65	20	43
	ROYAL AIR MAROC	S	52	0	0	79	8	8	6	0	0	9	52	21	54
TOTAL CASABLANCA MOHAMED V			95	0	0	68	14	6	8	3	0	23	58	20	97
MARRAKESH	GB AIRWAYS LTD	S	17	0	1	76	12	6	6	0	0	10	0	0	0
TOTAL MARRAKESH			18	0	1	72	17	6	6	0	0	11	100	3	1
TANGIERS (IBN BATUTA)	GB AIRWAYS LTD	S	8	0	0	75	0	0	25	0	0	30	60	14	10
	ROYAL AIR MAROC	S	2	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL TANGIERS (IBN BATUTA)			10	0	0	80	0	0	20	0	0	23	60	14	10
TOTAL MOROCCO			132	0	1	70	13	5	10	2	0	21	58	20	108
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	26	0	0	65	12	19	4	0	0	16	89	2	28
TOTAL WINDHOEK			26	0	0	65	12	19	4	0	0	16	89	2	28
TOTAL NAMIBIA			26	0	0	65	12	19	4	0	0	16	89	2	28
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	58	27	12	0	4	0	24	72	12	18
	EVA AIR	S	26	0	0	42	15	31	12	0	0	28	0	0	0

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 TAIPEI			52	0	0	50	21	21	6	2	0	26	72	12	18
TOTAL NATIONALIST CHINA (TAIWAN)			52	0	0	50	21	21	6	2	0	26	72	12	18
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	477	1	1	79	8	7	6	0	0	9	83	5	476
	BRITISH AIRWAYS PLC	S	416	0	0	74	14	7	5	0	0	11	81	8	404
	KLM	S	489	6	7	74	14	9	3	0	0	10	82	7	488
	UNITED AIRLINES	S	61	1	1	57	11	18	13	0	0	19	56	20	57
TOTAL AMSTERDAM			1443	8	9	75	12	8	5	0	0	10	81	7	1425
EINDHOVEN	KLM	S	86	0	2	78	19	2	1	0	0	5	92	2	84
TOTAL EINDHOVEN			86	0	2	78	19	2	1	0	0	5	92	2	84
ROTTERDAM	KLM	S	264	0	2	57	16	18	9	0	0	20	79	11	257
TOTAL ROTTERDAM			264	0	2	57	16	18	9	0	0	20	79	11	257
TOTAL NETHERLANDS			1793	8	13	72	13	9	5	0	0	11	81	8	1766
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	36	0	0	72	17	11	0	0	0	8	0	0	0
TOTAL AUCKLAND INTERNATIONAL			36	0	0	72	17	11	0	0	0	8	60	34	25
TOTAL NEW ZEALAND			36	0	0	72	17	11	0	0	0	8	60	34	25
<b>NIGERIA</b>															
LAGOS	NIGERIA AIRWAYS	S	26	0	12	46	12	8	27	8	0	49	25	132	32
TOTAL LAGOS			26	0	12	46	12	8	27	8	0	49	25	132	32
TOTAL NIGERIA			26	0	12	46	12	8	27	8	0	49	23	121	39
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	62	0	0	58	23	13	6	0	0	19	81	3	62
TOTAL BERGEN			62	0	0	58	23	13	6	0	0	19	81	3	62
OSLO (FORNEBU)	BRITISH AIRWAYS PLC	S	176	0	1	81	13	3	3	0	0	7	83	7	176
	SAS	S	235	0	0	69	19	11	1	1	0	13	80	7	232
TOTAL OSLO (FORNEBU)			411	0	1	74	16	8	2	1	0	11	81	7	408
STAVANGER	SAS	S	124	0	0	81	12	5	2	0	0	5	95	-4	173
TOTAL STAVANGER			124	0	0	81	12	5	2	0	0	5	95	-4	173
TOTAL NORWAY			597	0	1	74	16	8	2	1	0	10	85	4	643
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	61	0	1	82	10	7	2	0	0	6	92	1	62
	GULF AIR	S	64	0	0	75	9	9	6	0	0	11	73	5	90
TOTAL MUSCAT			125	0	1	78	10	8	4	0	0	9	81	3	152
TOTAL OMAN			125	0	1	78	10	8	4	0	0	9	81	3	152
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	17	1	0	35	29	24	6	6	0	32	44	31	18

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

## Reporting Airport: HEATHROW (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 ISLAMABAD			17	1	0	35	29	24	6	6	0	32	44	31	18
KARACHI	PAKISTAN INTL AIRLINES	S	35	0	0	46	29	17	9	0	0	26	59	63	34
TOTAL KARACHI			35	0	0	46	29	17	9	0	0	26	59	63	34
TOTAL PAKISTAN			52	1	0	42	29	19	8	2	0	28	54	52	52
PHILIPPINES															
MANILA	BRITISH AIRWAYS PLC	S	36	0	0	53	31	8	6	0	3	47	76	8	25
TOTAL MANILA			36	0	0	53	31	8	6	0	3	47	76	8	25
TOTAL PHILIPPINES			36	0	0	53	31	8	6	0	3	47	76	8	25
POLAND															
KATOWICE	LOT-POLISH AIRLINES	S	4	0	0	25	25	0	25	25	0	133	0	0	0
TOTAL KATOWICE			4	0	0	25	25	0	25	25	0	133	0	0	0
WARSAW	BRITISH AIRWAYS PLC	S	103	0	0	81	14	2	4	0	0	9	76	10	105
	LOT-POLISH AIRLINES	S	91	0	1	81	9	2	7	1	0	13	92	1	90
TOTAL WARSAW			194	0	1	81	11	2	5	1	0	11	84	5	195
TOTAL POLAND			198	0	1	80	12	2	6	1	0	13	83	6	199
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR PORTUGAL	S	58	0	0	57	29	10	3	0	0	14	92	3	52
	BMI BRITISH MIDLAND	C	8	0	0	63	25	13	0	0	0	15	30	82	10
TOTAL FARO			66	1	0	58	29	11	3	0	0	14	82	15	62
LISBON	AIR PORTUGAL	S	181	1	0	86	8	3	3	0	0	6	87	2	183
	BRITISH AIRWAYS PLC	S	186	0	0	73	17	6	3	1	1	15	75	11	188
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	-4	100	3	2
TOTAL LISBON			369	1	0	79	12	5	3	0	0	10	81	6	373
OPORTO (PORTUGAL)	AIR PORTUGAL	S	62	0	0	77	5	8	10	0	0	12	89	11	62
	BRITISH AIRWAYS PLC	S	62	0	0	73	15	10	3	0	0	11	73	11	62
TOTAL OPORTO (PORTUGAL)			124	0	0	75	10	9	6	0	0	12	81	11	124
TOTAL PORTUGAL(EXCLUDING MADEIRA)			559	2	0	76	14	6	4	0	0	11	81	8	559
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	18	0	0	78	11	11	0	0	0	7	78	9	18
TOTAL FUNCHAL			18	0	0	78	11	11	0	0	0	7	78	9	18
TOTAL PORTUGAL(MADEIRA)			18	0	0	78	11	11	0	0	0	7	78	9	18
REPUBLIC OF KOREA															
SEOUL (KIMPO)	BRITISH AIRWAYS PLC	S	18	0	0	72	17	6	0	6	0	27	33	24	18
	KOREAN AIR	S	26	0	0	42	4	42	8	4	0	34	43	40	28
TOTAL SEOUL (KIMPO)			44	0	0	55	9	27	5	5	0	31	40	33	47
TOTAL REPUBLIC OF KOREA			44	0	0	55	9	27	5	5	0	31	40	33	47
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	27	0	0	63	19	19	0	0	0	12	85	6	20

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				Actual (7)	Plan (8)										
CAPE TOWN	SOUTH AFRICAN AIRWAYS	S	17	0	0	71	12	12	6	0	0	11	50	20	10
<b>TOTAL CAPE TOWN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>11</b>	<b>30</b>
DURBAN	BRITISH AIRWAYS PLC	S	17	0	0	59	41	0	0	0	10	81	11	16	
	SOUTH AFRICAN AIRWAYS	S	23	0	0	43	26	22	9	0	21	43	16	14	
<b>TOTAL DURBAN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>13</b>	<b>30</b>	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	44	0	0	84	9	7	0	0	5	62	17	39	
	SOUTH AFRICAN AIRWAYS	S	52	1	0	40	23	21	13	2	37	46	35	56	
<b>TOTAL JOHANNESBURG</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>22</b>	<b>53</b>	<b>28</b>	<b>95</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>22</b>	<b>155</b>
REPUBLIC OF YEMEN															
ADEN	ALYEMDA	S	10	0	0	60	20	10	10	0	15	0	0	0	
<b>TOTAL ADEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
RUMANIA															
BUCHAREST (OTOPENI)	TAROM	S	78	0	0	82	10	4	1	3	10	48	32	64	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>48</b>	<b>32</b>	<b>64</b>	
<b>TOTAL RUMANIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>48</b>	<b>32</b>	<b>64</b>	
RUSSIA															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	87	1	2	61	28	8	3	0	16	57	26	90	
	BRITISH AIRWAYS PLC	S	78	0	0	77	13	5	5	0	13	58	22	74	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>165</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>21</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>24</b>	<b>164</b>	
ST PETERSBURG	AEROFLOT	S	8	0	0	88	13	0	0	0	5	80	7	5	
	BRITISH AIRWAYS PLC	S	44	0	0	70	11	18	0	0	11	65	11	46	
<b>TOTAL ST PETERSBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>11</b>	<b>51</b>	
<b>TOTAL RUSSIA</b>			<b>217</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>21</b>	<b>215</b>	
SAUDI ARABIA															
DHAHRAN	BRITISH AIRWAYS PLC	S	53	0	0	91	8	2	0	0	-2	83	27	52	
	SAUDI ARABIAN AIRLINES	S	12	0	0	67	25	0	8	0	16	78	13	18	
<b>TOTAL DHAHRAN</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>24</b>	<b>70</b>	
JEDDAH	BRITISH AIRWAYS PLC	S	35	0	0	86	6	6	3	0	8	86	13	29	
	SAUDI ARABIAN AIRLINES	S	34	1	0	68	12	15	6	0	17	71	11	34	
<b>TOTAL JEDDAH</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>63</b>	
RIYADH	BRITISH AIRWAYS PLC	S	26	0	0	85	12	4	0	0	-2	70	17	20	
	SAUDI ARABIAN AIRLINES	S	14	0	0	86	14	0	0	0	9	88	2	8	
<b>TOTAL RIYADH</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>28</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>174</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>17</b>	<b>161</b>	
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	124	0	0	56	26	15	1	2	19	48	19	124	

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				Actual (7)	Plan (8)										
TOTAL SINGAPORE			124	0	0	56	26	15	1	2	0	19	48	19	124
TOTAL SINGAPORE			124	0	0	56	26	15	1	2	0	19	48	19	124
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	54	0	0	65	20	7	7	0	0	18	48	42	44
TOTAL LJUBLJANA			54	0	0	65	20	7	7	0	0	18	48	42	44
TOTAL SLOVENIA			54	0	0	65	20	7	7	0	0	18	48	42	44
SPAIN															
ALICANTE	VIVA	S	62	0	0	79	10	3	6	2	0	14	94	-1	62
TOTAL ALICANTE			62	0	0	79	10	3	6	2	0	14	94	-1	62
BARCELONA	BRITISH AIRWAYS PLC	S	186	0	0	82	9	4	5	0	0	8	80	8	186
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	0	100	0	0	119	0	0	0
	IBERIA	S	185	1	1	86	8	3	3	1	0	3	94	-2	186
TOTAL BARCELONA			373	1	1	83	8	3	5	0	0	6	87	3	372
BILBAO	BRITISH AIRWAYS PLC	S	62	0	0	89	5	3	3	0	0	2	68	17	62
	IBERIA	S	62	0	0	92	0	3	3	2	0	4	89	-2	62
TOTAL BILBAO			124	0	0	90	2	3	3	1	0	3	78	8	124
MADRID	BRITISH AIRWAYS PLC	S	186	0	0	72	14	9	5	0	1	22	61	16	192
	IBERIA	S	298	0	2	85	6	6	2	1	0	4	91	-2	299
TOTAL MADRID			484	0	2	80	9	7	3	0	0	11	79	5	491
MALAGA	IBERIA	S	6	0	0	100	0	0	0	0	0	3	0	0	0
	VIVA	S	56	0	0	66	23	2	7	2	0	18	76	7	62
TOTAL MALAGA			62	1	0	69	21	2	6	2	0	17	76	7	62
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	62	0	0	79	5	2	15	0	0	17	82	6	62
	VIVA	S	60	0	0	85	8	2	5	0	0	8	90	-2	62
TOTAL PALMA DE MALLORCA			122	0	0	82	7	2	10	0	0	13	86	2	124
SEVILLE	IBERIA	S	62	0	0	84	3	2	11	0	0	7	97	-5	62
TOTAL SEVILLE			63	0	0	83	3	2	13	0	0	8	97	-5	62
VALENCIA	IBERIA	S	62	0	0	92	0	3	3	2	0	5	97	-5	62
TOTAL VALENCIA			62	0	0	92	0	3	3	2	0	5	97	-5	62
TOTAL SPAIN			1352	2	3	82	8	4	5	1	0	9	84	3	1359
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	34	1	0	53	24	3	21	0	0	24	53	34	36
TOTAL COLOMBO			34	1	0	53	24	3	21	0	0	24	53	34	36
TOTAL SRI LANKA			34	1	0	53	24	3	21	0	0	24	53	34	36
SUDAN															
KHARTOUM	SUDAN AIRWAYS	S	18	0	0	39	17	11	28	6	0	52	69	9	26
TOTAL KHARTOUM			18	0	0	39	17	11	28	6	0	52	69	9	26
TOTAL SUDAN			18	0	0	39	17	11	28	6	0	52	69	9	26

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	124	0	0	82	13	5	0	0	0	4	92	-1	124
	SAS	S	134	0	0	81	11	5	2	0	0	7	85	6	134
<b>TOTAL GOTEBORG</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>2</b>	<b>258</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	248	0	0	79	13	6	2	0	0	7	82	9	238
	SAS	S	301	0	0	78	12	8	2	0	0	9	85	5	289
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>549</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>527</b>
<b>TOTAL SWEDEN</b>			<b>807</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>5</b>	<b>785</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	116	0	0	69	25	4	2	0	0	10	77	9	104
	SWISS AIRLINES	S	124	1	0	68	15	13	4	0	0	14	86	3	124
	SWISS AIRLINES	C	2	0	0	0	0	0	100	0	0	61	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>242</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>5</b>	<b>228</b>
GENEVA	BRITISH AIRWAYS PLC	S	244	0	0	70	17	11	2	0	0	13	70	12	237
	BRITISH AIRWAYS PLC	C	18	0	0	39	39	17	6	0	0	26	0	0	0
	SWISSAIR	S	249	1	0	68	16	12	4	0	0	13	80	7	247
<b>TOTAL GENEVA</b>			<b>511</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>9</b>	<b>484</b>
ZURICH	BMI BRITISH MIDLAND	C	23	0	0	78	17	0	4	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	242	0	0	64	20	11	4	0	0	19	88	5	238
	KENYA AIRWAYS	S	5	0	0	100	0	0	0	0	0	-4	0	0	0
	SWISSAIR	S	310	0	0	64	24	9	4	0	0	14	81	7	313
<b>TOTAL ZURICH</b>			<b>580</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>6</b>	<b>551</b>
<b>TOTAL SWITZERLAND</b>			<b>1333</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>7</b>	<b>1263</b>
<b>SYRIA</b>															
DAMASCUS	BRITISH AIRWAYS PLC	S	4	0	0	75	0	25	0	0	0	13	0	0	0
	BRITISH MEDITERRANEAN AIRWA	S	16	0	1	94	0	0	6	0	0	-8	0	0	0
	SYRIANAIR	S	27	0	0	67	11	11	11	0	0	7	78	3	18
<b>TOTAL DAMASCUS</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>6</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>3</b>	<b>18</b>
<b>TOTAL SYRIA</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>6</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>3</b>	<b>18</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	ALLIANCE	S	18	0	0	61	28	6	6	0	0	15	0	0	0
	BRITISH AIRWAYS PLC	S	27	0	0	74	11	15	0	0	0	8	56	32	25
<b>TOTAL DAR-ES-SALAAM</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>32</b>	<b>25</b>
<b>TOTAL TANZANIA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>32</b>	<b>25</b>
<b>THAILAND</b>															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	62	0	0	42	16	29	11	2	0	32	62	40	60
<b>TOTAL BANGKOK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>16</b>	<b>29</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>40</b>	<b>60</b>
<b>TOTAL THAILAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>16</b>	<b>29</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>40</b>	<b>60</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	52	0	0	60	31	8	0	2	0	13	68	14	56

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ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

		Reporting Airport: HEATHROW (Full Analysis)											OCT 1994		
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
Actual (7)	Plan (8)														
TOTAL PORT OF SPAIN			52	0	0	60	31	8	0	2	0	13	68	14	56
TOTAL TRINIDAD AND TOBAGO			52	0	0	60	31	8	0	2	0	13	68	14	56
TUNISIA															
TUNIS	GB AIRWAYS LTD	S	26	0	0	50	31	15	0	0	4	39	100	2	2
	TUNISAIR	S	28	0	0	39	29	18	14	0	0	35	77	11	26
TOTAL TUNIS			54	0	0	44	30	17	7	0	2	37	79	10	28
TOTAL TUNISIA			54	0	0	44	30	17	7	0	2	37	79	10	28
TURKEY															
ANTALYA	ISTANBUL HAVA YOLLARI	C	9	1	2	22	22	11	33	0	11	140	0	0	0
TOTAL ANTALYA			9	1	2	22	22	11	33	0	11	140	0	0	0
DALAMAN	BMI BRITISH MIDLAND	C	10	0	0	80	0	10	10	0	0	9	40	40	10
TOTAL DALAMAN			11	0	0	73	0	18	9	0	0	12	65	19	20
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	66	17	13	3	1	0	16	75	12	124
	ISTANBUL HAVA YOLLARI	C	9	1	0	44	0	22	22	0	11	130	0	49	4
	THY TURK HAVA YOLLARI TURKIS	S	122	0	0	66	20	13	1	0	0	10	72	10	122
TOTAL ISTANBUL			255	1	0	65	18	13	3	0	0	17	71	12	264
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	18	0	0	61	17	11	6	6	0	26	85	8	20
TOTAL IZMIR (ADNAM MENDERES)			18	0	0	61	17	11	6	6	0	26	85	8	20
TOTAL TURKEY			293	2	2	64	17	13	4	1	1	21	71	12	304
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	C	8	0	0	0	13	63	0	13	13	124	0	0	0
TOTAL ASHKHABAD			8	0	0	0	13	63	0	13	13	124	0	0	0
TOTAL TURKMENISTAN			8	0	0	0	13	63	0	13	13	124	0	0	0
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	17	0	0	65	18	12	6	0	0	9	59	16	17
TOTAL ENTEBBE			17	0	0	65	18	12	6	0	0	9	59	16	17
TOTAL UGANDA			17	0	0	65	18	12	6	0	0	9	59	16	17
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	79	16	5	0	0	0	3	90	0	62
	EMIRATES	S	13	0	0	69	15	8	8	0	0	18	65	9	17
	GULF AIR	S	41	0	0	61	27	5	7	0	0	13	72	6	60
TOTAL ABU DHABI INTERNATIONAL			116	0	0	72	20	5	3	0	0	8	79	4	139
DUBAI	EMIRATES	S	112	1	0	61	24	11	4	1	0	19	70	10	106
	SRILANKAN AIRLINES	S	2	0	0	0	0	50	50	0	0	61	0	0	0
TOTAL DUBAI			114	1	0	60	24	11	4	1	0	19	70	10	107
TOTAL UNITED ARAB EMIRATES			230	1	0	66	22	8	4	0	0	14	75	6	246
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	389	2	1	86	6	4	3	0	0	6	89	4	384

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			Actual (7)	Plan (8)											
<b>TOTAL ABERDEEN</b>			<b>389</b>	<b>2</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>4</b>	384
<b>BELFAST INTERNATIONAL</b>	BMI BRITISH MIDLAND	S	485	0	2	88	6	3	3	0	0	5	89	1	486
	BRITISH AIRWAYS PLC	S	370	2	1	85	9	3	3	0	0	6	83	6	369
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>855</b>	<b>2</b>	<b>3</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>4</b>	855
<b>EDINBURGH</b>	BMI BRITISH MIDLAND	S	519	0	0	82	9	6	3	0	0	7	88	3	473
	BRITISH AIRWAYS PLC	S	667	0	0	82	10	4	3	0	0	8	82	7	655
<b>TOTAL EDINBURGH</b>			<b>1186</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>5</b>	1128
<b>FORRES</b>	BRITISH AIRWAYS PLC	C	2	0	0	0	100	0	0	0	0	25	0	0	0
<b>TOTAL FORRES</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>0</b>	<b>0</b>	0
<b>GLASGOW</b>	BMI BRITISH MIDLAND	S	483	2	0	80	13	4	3	0	0	8	89	4	517
	BRITISH AIRWAYS PLC	S	674	5	0	83	10	5	2	0	0	7	84	6	664
<b>TOTAL GLASGOW</b>			<b>1157</b>	<b>7</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>5</b>	1183
<b>GUERNSEY</b>	KLM UK LTD	S	236	1	10	85	5	4	6	0	0	6	80	8	240
<b>TOTAL GUERNSEY</b>			<b>236</b>	<b>1</b>	<b>10</b>	<b>85</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>8</b>	240
<b>INVERNESS</b>	BRITISH AIRWAYS PLC	S	184	0	0	77	14	5	3	0	0	9	70	13	184
<b>TOTAL INVERNESS</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	184
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	168	0	0	86	7	4	4	0	0	3	89	2	166
<b>TOTAL ISLE OF MAN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>2</b>	166
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	246	0	2	89	7	1	3	0	0	3	86	5	250
<b>TOTAL JERSEY</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>5</b>	250
<b>LEEDS BRADFORD</b>	BMI BRITISH MIDLAND	S	281	0	3	87	6	2	5	0	0	7	87	8	279
<b>TOTAL LEEDS BRADFORD</b>			<b>281</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>8</b>	279
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	608	22	8	84	9	5	3	0	0	7	81	7	617
<b>TOTAL MANCHESTER</b>			<b>608</b>	<b>22</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>7</b>	677
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	336	0	0	90	5	3	2	0	0	3	86	4	332
<b>TOTAL NEWCASTLE</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>4</b>	332
<b>NEWQUAY</b>	BRITISH AIRWAYS CITIEXPRESS L	S	71	0	0	66	15	10	8	0	0	14	79	7	63
<b>TOTAL NEWQUAY</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>7</b>	63
<b>PLYMOUTH</b>	BRITISH AIRWAYS CITIEXPRESS L	S	151	0	0	58	17	16	10	0	0	21	63	12	136
<b>TOTAL PLYMOUTH</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>12</b>	136
<b>TEESSIDE</b>	BMI BRITISH MIDLAND	S	284	0	0	89	6	4	1	0	0	2	89	4	278
<b>TOTAL TEESSIDE</b>			<b>284</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>2</b>	<b>89</b>	<b>4</b>	278
<b>TOTAL UNITED KINGDOM</b>			<b>6155</b>	<b>40</b>	<b>27</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>5</b>	6160
<b>USA</b>															
<b>BOSTON</b>	AMERICAN AIRLINES	S	124	0	0	85	9	4	2	0	0	8	87	13	61
	BRITISH AIRWAYS PLC	S	124	0	0	81	10	5	1	2	0	5	85	3	121
<b>TOTAL BOSTON</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>6</b>	182
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	186	0	0	78	14	6	2	0	0	5	79	5	124
	BRITISH AIRWAYS PLC	S	119	0	0	76	13	8	2	1	1	12	79	7	118



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				Actual (7)	Plan (8)										
CHICAGO (O'HARE)	UNITED AIRLINES	S	62	0	0	69	15	5	10	0	2	28	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>367</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>6</b>	<b>242</b>
DETROIT	BRITISH AIRWAYS PLC	S	61	2	0	70	8	13	8	0	0	16	69	5	62
<b>TOTAL DETROIT</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>5</b>	<b>62</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	74	15	8	2	2	0	11	77	10	62
	BRITISH AIRWAYS PLC	S	124	0	0	82	10	5	2	0	0	6	80	5	124
	UNITED AIRLINES	S	62	0	0	61	19	10	6	2	2	28	79	5	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	77	19	0	3	0	0	0	45	45	62
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>310</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	79	8	10	3	0	0	6	90	-1	61
	BRITISH AIRWAYS PLC	S	62	0	0	79	13	6	2	0	0	3	73	21	123
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>14</b>	<b>184</b>
NEW YORK (JF KENNEDY)	AIR FRANCE	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	AIR INDIA	S	62	0	0	19	16	16	37	5	6	89	25	156	57
	AMERICAN AIRLINES	S	369	2	2	80	11	6	3	0	0	8	81	7	309
	BRITISH AIRWAYS PLC	C	2	1	0	100	0	0	0	0	0	2	0	50	1
	BRITISH AIRWAYS PLC	S	370	0	0	79	12	5	2	0	1	8	83	9	372
	KUWAIT AIRWAYS	S	26	0	0	73	8	12	8	0	0	13	79	24	24
	UNITED AIRLINES	S	186	0	1	76	13	6	3	2	0	9	80	4	183
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	73	13	9	4	2	0	15	80	12	122
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1141</b>	<b>4</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>78</b>	<b>16</b>	<b>1068</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	61	1	1	82	10	5	2	2	0	6	79	7	62
	UNITED AIRLINES	S	62	0	0	66	18	8	8	0	0	13	72	11	61
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	77	13	6	3	0	0	9	82	11	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>185</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>12</b>	<b>202</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	119	0	0	77	17	3	3	0	0	2	74	9	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>2</b>	<b>124</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	119	0	0	62	24	8	6	0	0	15	66	12	121
	UNITED AIRLINES	S	62	0	0	53	23	13	6	5	0	29	64	22	78
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	1	78	10	7	2	3	0	9	56	32	62
<b>TOTAL SAN FRANCISCO</b>			<b>241</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>20</b>	<b>261</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	73	16	5	5	2	0	16	90	-5	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>-3</b>	<b>106</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	118	0	0	75	8	12	4	0	1	10	74	6	146
	BRITISH AIRWAYS PLC	C	4	0	1	100	0	0	0	0	0	6	0	0	0
	UNITED AIRLINES	S	124	2	0	65	18	9	6	2	0	21	75	14	122
<b>TOTAL WASHINGTON (DULLES)</b>			<b>246</b>	<b>3</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>9</b>	<b>268</b>
<b>TOTAL USA</b>			<b>3104</b>	<b>10</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>12</b>	<b>3010</b>
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	36	0	0	61	11	14	11	3	0	23	81	-1	36
<b>TOTAL TASHKENT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>-1</b>	<b>36</b>
<b>TOTAL UZBEKISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>-1</b>	<b>36</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>VENEZUELA</b>															
CARACAS	VIASA	S	18	0	0	22	11	22	44	0	0	48	71	7	28
TOTAL CARACAS			18	0	0	22	11	22	44	0	0	48	71	7	28
TOTAL VENEZUELA			18	0	0	22	11	22	44	0	0	48	71	7	28
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	16	1	0	44	25	25	6	0	0	20	65	10	17
TOTAL LUSAKA			16	1	0	44	25	25	6	0	0	20	49	34	35
TOTAL ZAMBIA			16	1	0	44	25	25	6	0	0	20	49	34	35
<b>ZIMBABWE</b>															
HARARE	BRITISH AIRWAYS PLC	S	9	0	0	44	22	22	11	0	0	24	0	0	0
TOTAL HARARE			9	0	0	44	22	22	11	0	0	24	0	0	0
TOTAL ZIMBABWE			9	0	0	44	22	22	11	0	0	24	0	0	0
TOTAL HEATHROW			35645	139	289	73	13	8	5	0	0	12	78	10	34869

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>															
LARNACA	BRITANNIA AIRWAYS	C	19	0	0	79	11	11	0	0	0	6	44	19	16
	CALEDONIAN AIRWAYS	C	14	1	4	14	0	29	29	21	7	140	0	184	11
	CYPRUS AIRWAYS	C	8	2	0	25	13	0	63	0	0	59	33	43	30
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	26	0	0	73	8	4	15	0	0	18	76	8	33
<b>TOTAL LARNACA</b>			<b>77</b>	<b>3</b>	<b>4</b>	<b>57</b>	<b>9</b>	<b>12</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>40</b>	<b>47</b>	<b>43</b>	<b>90</b>
<b>PAPHOS</b>															
	BRITANNIA AIRWAYS	C	24	0	1	83	8	8	0	0	0	0	89	5	27
	CALEDONIAN AIRWAYS	C	10	0	1	0	30	20	20	20	10	139	8	78	12
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	10	25	32	8
	MONARCH AIRLINES	C	27	0	0	74	7	4	11	4	0	16	59	10	17
<b>TOTAL PAPHOS</b>			<b>69</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>28</b>	<b>62</b>	<b>17</b>	<b>81</b>
<b>TOTAL CYPRUS</b>			<b>146</b>	<b>3</b>	<b>6</b>	<b>62</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>34</b>	<b>54</b>	<b>31</b>	<b>171</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY FLYER EXPRESS	S	154	0	6	86	5	4	5	1	0	5	97	-2	196
	SCOT AIRWAYS	S	14	0	2	86	0	0	0	14	0	27	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>168</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>-2</b>	<b>196</b>
TARBES-LOURDES INTERNATIONAL	AIR FOYLE PASSENGER AIRLINES	C	6	0	2	17	0	67	17	0	0	51	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	4	0	50	25	25	0	0	0	24	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>10</b>	<b>4</b>	<b>2</b>	<b>30</b>	<b>10</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>85</b>	<b>7</b>	<b>13</b>
<b>TOTAL FRANCE</b>			<b>178</b>	<b>4</b>	<b>10</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>-2</b>	<b>209</b>
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	17	0	0	100	0	0	0	0	0	0	33	40	15
<b>TOTAL CORFU</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>34</b>	<b>22</b>
HERAKLION	BRITANNIA AIRWAYS	C	9	0	0	78	22	0	0	0	0	0	38	43	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	37	0	0	0
	MONARCH AIRLINES	C	5	0	3	60	0	0	40	0	0	32	29	61	7
<b>TOTAL HERAKLION</b>			<b>22</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>51</b>	<b>15</b>
KEFALLINIA	BRITANNIA AIRWAYS	C	7	0	1	86	14	0	0	0	0	2	57	84	7
<b>TOTAL KEFALLINIA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>84</b>	<b>7</b>
KOS	BRITANNIA AIRWAYS	C	7	0	0	71	29	0	0	0	0	6	78	4	9
	MONARCH AIRLINES	C	8	0	1	75	0	25	0	0	0	0	44	28	9
<b>TOTAL KOS</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>16</b>	<b>18</b>
RHODES	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	0	43	68	7
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	12	43	29	7
<b>TOTAL RHODES</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>48</b>	<b>14</b>
SALONIKA	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	-5	29	71	7
<b>TOTAL SALONIKA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>29</b>	<b>71</b>	<b>7</b>
ZAKINTHOS	BRITANNIA AIRWAYS	C	9	0	1	100	0	0	0	0	0	-6	78	48	9
	FIRST CHOICE AIRWAYS LTD	C	3	0	3	67	33	0	0	0	0	3	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 ZAKINTHOS			12	0	4	92	8	0	0	0	0	-4	78	48	9
TOTAL GREECE			95	1	9	83	8	4	4	0	0	6	48	44	92
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	162	13	8	96	1	2	1	0	0	-1	77	12	123
TOTAL DUBLIN			162	13	8	96	1	2	1	0	0	-1	77	12	123
KERRY COUNTY	BA CITIEXPRESS (IOM) LTD	S	28	0	2	96	0	4	0	0	0	-5	0	0	0
TOTAL KERRY COUNTY			28	0	2	96	0	4	0	0	0	-5	89	1	27
WATERFORD	SCOT AIRWAYS	S	104	1	2	72	13	6	9	0	0	13	0	0	0
TOTAL WATERFORD			104	1	2	72	13	6	9	0	0	13	0	0	0
TOTAL IRISH REPUBLIC			294	14	12	88	5	3	4	0	0	4	79	10	150
ITALY															
NAPLES	AIR FOYLE PASSENGER AIRLINES	C	7	0	1	29	14	14	29	0	14	89	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	17	63	76	8
TOTAL NAPLES			15	0	1	47	13	13	20	0	7	50	53	46	17
PALERMO	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	13	25	13	25	13	13	122	0	0	0
TOTAL PALERMO			8	0	0	13	25	13	25	13	13	122	0	0	0
TOTAL ITALY			24	1	1	33	17	17	21	4	8	73	53	46	17
MALTA															
MALTA	AIR MALTA	C	8	2	1	38	0	38	25	0	0	37	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	17	50	42	8
TOTAL MALTA			17	2	2	53	6	29	12	0	0	25	61	26	18
TOTAL MALTA			17	2	2	53	6	29	12	0	0	25	61	26	18
NETHERLANDS															
AMSTERDAM	SCOT AIRWAYS	S	173	7	21	68	8	12	12	1	0	19	0	0	0
TOTAL AMSTERDAM			173	7	21	68	8	12	12	1	0	19	0	0	0
TOTAL NETHERLANDS			173	7	21	68	8	12	12	1	0	19	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	50	57	10
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	71	12	12	6	0	0	14	0	0	0
	MONARCH AIRLINES	C	18	0	0	89	11	0	0	0	0	0	89	9	18
TOTAL FARO			43	0	0	84	9	5	2	0	0	6	63	31	57
TOTAL PORTUGAL(EXCLUDING MADEIRA)			43	0	0	84	9	5	2	0	0	6	63	31	57
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	-3	100	-4	10
TOTAL FUNCHAL			10	0	0	90	10	0	0	0	0	-3	100	-4	10
TOTAL PORTUGAL(MADEIRA)			10	0	0	90	10	0	0	0	0	-3	100	-4	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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>SPAIN</b>															
<b>ALICANTE</b>	AIR FOYLE PASSENGER AIRLINES	C	2	1	2	0	0	100	0	0	0	36	0	0	0
	BRITANNIA AIRWAYS	C	8	1	2	75	25	0	0	0	7	75	10	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	13	25	0	31	0	0	0	
	MONARCH AIRLINES	S	36	0	0	81	8	0	11	0	13	50	26	36	
	MONARCH AIRLINES	C	8	0	0	38	13	25	25	0	44	50	18	18	
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>2</b>	<b>4</b>	<b>66</b>	<b>13</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>19</b>	<b>69</b>	
<b>ALMERIA</b>	BRITANNIA AIRWAYS	C	7	0	1	100	0	0	0	0	-2	43	36	7	
<b>TOTAL ALMERIA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>43</b>	<b>36</b>	<b>7</b>	
<b>IBIZA</b>	BRITANNIA AIRWAYS	C	23	0	2	78	4	9	0	9	27	60	43	30	
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	71	0	0	29	0	36	0	0	0	
<b>TOTAL IBIZA</b>			<b>30</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>29</b>	<b>60</b>	<b>43</b>	<b>30</b>	
<b>MAHON</b>	BRITANNIA AIRWAYS	C	14	0	0	79	7	14	0	0	4	71	10	17	
	FIRST CHOICE AIRWAYS LTD	C	9	0	1	78	0	22	0	0	2	71	24	7	
	MONARCH AIRLINES	S	18	0	0	83	17	0	0	0	5	72	7	18	
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	17	13	34	8	
<b>TOTAL MAHON</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>15</b>	<b>50</b>	
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	-1	80	8	10	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	4	0	0	0	
	MONARCH AIRLINES	S	36	0	0	75	11	8	6	0	10	43	20	28	
<b>TOTAL MALAGA</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>20</b>	<b>50</b>	
<b>PALMA DE MALLORCA</b>	BRITANNIA AIRWAYS	C	48	1	3	90	6	4	0	0	1	59	24	44	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	0	0	10	21	86	0	7	
	MONARCH AIRLINES	C	15	0	2	47	7	13	33	0	39	76	20	17	
	MONARCH AIRLINES	S	17	0	0	65	12	0	24	0	25	50	21	18	
<b>TOTAL PALMA DE MALLORCA</b>			<b>90</b>	<b>1</b>	<b>5</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>14</b>	<b>61</b>	<b>24</b>	<b>90</b>	
<b>REUS</b>	BRITANNIA AIRWAYS	C	9	0	0	56	0	22	22	0	28	40	19	5	
<b>TOTAL REUS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>28</b>	<b>40</b>	<b>19</b>	<b>5</b>	
<b>TOTAL SPAIN</b>			<b>301</b>	<b>4</b>	<b>14</b>	<b>75</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>14</b>	<b>56</b>	<b>23</b>	<b>303</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	FIRST CHOICE AIRWAYS LTD	C	7	0	1	71	29	0	0	0	-22	0	0	0	
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	7	38	37	8	
<b>TOTAL ARRECIFE</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>29</b>	<b>50</b>	<b>14</b>	
<b>FUERTEVENTURA</b>	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	3	38	32	8	
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>32</b>	<b>8</b>	
<b>LAS PALMAS</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	2	86	33	7	
	FIRST CHOICE AIRWAYS LTD	C	8	1	1	88	0	0	13	0	16	0	0	0	
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	-10	90	101	10	
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>1</b>	<b>1</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>73</b>	<b>17</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	AIR FOYLE PASSENGER AIRLINES	C	7	0	1	71	14	0	14	0	19	0	0	0	
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	5	40	59	10	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	0	13	0	11	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)	MONARCH AIRLINES	C	7	1	0	100	0	0	0	0	0	1	88	13	8
	MONARCH AIRLINES	S	18	0	0	78	11	6	6	0	0	14	75	20	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>50</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>53</b>	<b>52</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>99</b>	<b>2</b>	<b>3</b>	<b>83</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>54</b>	<b>91</b>
<b>SWITZERLAND</b>															
ZURICH	EASYJET SWITZERLAND	C	8	6	6	50	25	0	25	0	0	30	0	0	0
<b>TOTAL ZURICH</b>			<b>8</b>	<b>6</b>	<b>6</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>6</b>	<b>6</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-2	38	21	8
<b>TOTAL MONASTIR</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>38</b>	<b>21</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>38</b>	<b>21</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	BRITANNIA AIRWAYS	C	8	0	1	63	13	0	0	25	0	72	25	21	8
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>72</b>	<b>25</b>	<b>21</b>	<b>8</b>
DALAMAN	MONARCH AIRLINES	C	9	0	1	100	0	0	0	0	0	-8	75	26	8
<b>TOTAL DALAMAN</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>26</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>18</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>36</b>	<b>57</b>	<b>18</b>	<b>21</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	56	6	6	93	7	0	0	0	0	0	88	6	131
<b>TOTAL BELFAST CITY</b>			<b>56</b>	<b>6</b>	<b>6</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>131</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	28	0	2	96	4	0	0	0	0	-2	88	11	25
<b>TOTAL ISLE OF MAN</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>88</b>	<b>11</b>	<b>25</b>
JERSEY	BMI BRITISH MIDLAND	S	16	0	0	88	0	0	13	0	0	12	75	32	20
<b>TOTAL JERSEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>32</b>	<b>20</b>
<b>TOTAL UNITED KINGDOM</b>			<b>100</b>	<b>14</b>	<b>10</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>12</b>	<b>178</b>
<b>USA</b>															
ORLANDO	MONARCH AIRLINES	C	8	0	0	63	25	0	13	0	0	25	71	10	17
<b>TOTAL ORLANDO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>10</b>	<b>17</b>
<b>TOTAL USA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>10</b>	<b>17</b>
<b>TOTAL LUTON</b>			<b>1525</b>	<b>62</b>	<b>96</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>21</b>	<b>1345</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>AUSTRIA</b>															
VIENNA	LAUDA-AIR	S	54	0	0	67	13	11	9	0	0	15	75	9	52
TOTAL VIENNA			54	0	0	67	13	11	9	0	0	15	75	9	52
TOTAL AUSTRIA			55	0	0	67	13	11	9	0	0	15	75	9	53
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-6	75	8	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	10	10	0	0	15	0	0	0
TOTAL BRIDGETOWN			15	0	0	73	13	7	7	0	0	9	71	26	17
TOTAL BARBADOS			15	0	0	73	13	7	7	0	0	9	71	26	17
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	97	0	0	76	10	5	8	0	0	12	87	5	143
	SABENA	S	58	1	1	66	17	10	5	2	0	20	72	12	144
TOTAL BRUSSELS			155	1	1	72	13	7	7	1	0	15	79	10	335
TOTAL BELGIUM			155	1	1	72	13	7	7	1	0	15	79	10	335
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	4	0	0	50	25	25	0	0	0	18	0	0	0
TOTAL BURGAS			4	0	0	50	25	25	0	0	0	18	14	56	7
VARNA	AIR FOYLE PASSENGER AIRLINES	C	3	0	1	67	33	0	0	0	0	7	0	0	0
TOTAL VARNA			3	0	1	67	33	0	0	0	0	7	0	82	5
TOTAL BULGARIA			7	0	1	57	29	14	0	0	0	13	8	67	12
<b>CANADA</b>															
TORONTO	AIR CANADA	S	36	0	0	81	8	11	0	0	0	-3	79	2	33
	AIR CLUB INTERNATIONAL	C	10	0	0	70	10	10	10	0	0	19	0	0	0
	AIR TRANSAT	C	16	2	0	75	0	6	19	0	0	17	70	17	30
	CANADA 3000 AIRLINES	C	18	0	0	89	6	0	6	0	0	-5	71	51	17
TOTAL TORONTO			80	2	0	80	6	8	6	0	0	4	73	17	104
VANCOUVER	AIR CLUB INTERNATIONAL	C	8	0	0	0	0	0	75	25	0	151	50	10	8
	AIR TRANSAT	C	2	0	0	50	50	0	0	0	0	5	0	0	0
TOTAL VANCOUVER			10	0	0	10	10	0	60	20	0	121	44	42	9
TOTAL CANADA			90	5	0	72	7	7	12	2	0	17	71	19	114
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	MY TRAVEL AIRWAYS UK	C	5	0	0	20	0	80	0	0	0	27	86	2	7
TOTAL GRAND CAYMAN			5	0	0	20	0	80	0	0	0	27	86	2	7
TOTAL CAYMAN ISLANDS			5	0	0	20	0	80	0	0	0	27	86	2	7
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	C	8	0	0	75	0	0	0	25	0	66	0	0	0
TOTAL SPLIT			8	0	0	75	0	0	0	25	0	66	0	0	0
TOTAL CROATIA			8	0	0	75	0	0	0	25	0	66	50	170	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)											
<b>CYPRUS</b>															
<b>LARNACA</b>	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	50	0	0	50	0	0	54	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	83	6	6	6	0	0	5	87	5	15
	CALEDONIAN AIRWAYS	C	16	0	0	31	13	25	31	0	0	44	56	12	18
	CYPRUS AIRWAYS	S	24	0	0	58	0	17	17	8	0	39	77	7	26
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	75	0	0	25	0	0	21	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	38	38	25	0	0	0	21	0	0	0
	MONARCH AIRLINES	C	21	0	1	81	10	10	0	0	0	3	90	-9	10
	MY TRAVEL AIRWAYS UK	C	16	1	3	63	0	19	19	0	0	23	23	52	22
<b>TOTAL LARNACA</b>			<b>114</b>	<b>1</b>	<b>4</b>	<b>63</b>	<b>7</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>28</b>	139
<b>PAPHOS</b>	BRITANNIA AIRWAYS	C	34	0	0	59	0	6	35	0	0	36	68	10	25
	CALEDONIAN AIRWAYS	C	9	0	0	22	44	22	11	0	0	30	50	50	10
	CYPRUS AIRWAYS	S	6	1	2	67	17	17	0	0	0	11	38	13	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	1	100	0	0	0	0	0	-10	13	58	8
	FIRST CHOICE AIRWAYS LTD	S	15	0	0	80	13	7	0	0	0	3	0	0	0
	MONARCH AIRLINES	C	13	0	0	69	8	23	0	0	0	14	50	60	28
<b>TOTAL PAPHOS</b>			<b>87</b>	<b>1</b>	<b>3</b>	<b>66</b>	<b>9</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>38</b>	79
<b>TOTAL CYPRUS</b>			<b>201</b>	<b>2</b>	<b>7</b>	<b>64</b>	<b>8</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>32</b>	218
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	CSA	S	26	0	0	62	12	15	8	4	0	22	81	12	26
	MONARCH AIRLINES	C	5	1	1	60	0	20	20	0	0	20	0	0	0
<b>TOTAL PRAGUE</b>			<b>31</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>10</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>12</b>	26
<b>TOTAL CZECH REPUBLIC</b>			<b>31</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>10</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>12</b>	26
<b>DENMARK</b>															
<b>BILLUND</b>	NEWAIR AIR SERVICE	S	98	0	0	76	18	4	0	2	0	11	82	3	92
<b>TOTAL BILLUND</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>3</b>	92
<b>COPENHAGEN</b>	AER LINGUS	S	53	3	0	100	0	0	0	0	0	-2	94	-2	51
	SAS	S	169	0	0	78	12	6	5	0	0	10	82	6	129
<b>TOTAL COPENHAGEN</b>			<b>222</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>3</b>	180
<b>TOTAL DENMARK</b>			<b>320</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>3</b>	272
<b>DOMINICAN REPUBLIC</b>															
<b>PUERTO PLATA</b>	BRITANNIA AIRWAYS	C	16	0	2	81	0	13	6	0	0	7	63	0	8
	LEISURE INTL AIRWAYS LTD	C	5	0	0	60	0	40	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	10	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>29</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>10</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>3</b>	16
<b>PUNTA CANA</b>	BRITANNIA AIRWAYS	C	5	0	0	60	40	0	0	0	0	4	0	0	0
<b>TOTAL PUNTA CANA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	0
<b>SANTO DOMINGO</b>	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	7	86	-5	7
	LEISURE INTL AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	48	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>-5</b>	7
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>1</b>	23



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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1994		
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				Actual (7)	Plan (8)										
<b>EGYPT</b>															
LUXOR	MONARCH AIRLINES	C	18	0	0	28	22	33	17	0	0	39	60	25	10
TOTAL LUXOR			18	0	0	28	22	33	17	0	0	39	50	55	18
TOTAL EGYPT			18	0	0	28	22	33	17	0	0	39	50	55	18
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	62	0	0	76	19	3	2	0	0	9	90	2	62
TOTAL HELSINKI			62	0	0	76	19	3	2	0	0	9	90	2	62
TOTAL FINLAND			62	0	0	76	19	3	2	0	0	9	90	2	62
<b>FRANCE</b>															
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	61	11	11	11	6	0	30	0	0	0
TOTAL BEAUVAIS			18	0	0	61	11	11	11	6	0	30	50	92	18
LYON	AIR LITTORAL	S	78	0	2	88	4	4	4	0	0	-1	81	3	80
TOTAL LYON			78	0	2	88	4	4	4	0	0	-1	81	3	80
NICE	BRITISH AIRWAYS PLC	S	8	0	0	38	38	25	0	0	0	18	40	16	10
TOTAL NICE			11	0	4	27	55	18	0	0	0	20	37	242	19
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	203	0	0	83	8	4	4	0	0	9	91	2	198
	BRITISH AIRWAYS PLC	S	270	0	6	81	9	6	3	1	0	7	90	3	271
TOTAL PARIS (CHARLES DE GAULLE)			473	0	6	82	8	5	4	0	0	8	91	2	473
TARBES-LOURDES INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	64	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			4	0	0	50	0	0	50	0	0	64	100	-8	3
TOTAL FRANCE			585	0	12	81	9	6	4	1	0	8	85	13	635
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	160	0	0	86	8	5	1	0	0	3	89	3	116
	LUFTHANSA	S	106	0	0	78	12	6	4	0	0	9	87	2	103
TOTAL DUSSELDORF			266	0	0	83	10	5	2	0	0	6	88	3	219
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	124	0	0	73	13	13	1	0	0	9	83	6	114
	LUFTHANSA	S	124	0	0	81	15	4	0	0	0	8	82	9	124
TOTAL FRANKFURT MAIN			248	0	0	77	14	8	0	0	0	8	83	8	238
HAMBURG	LUFTHANSA CITY LINE	S	100	0	2	78	14	6	2	0	0	7	96	-1	51
TOTAL HAMBURG			100	0	2	78	14	6	2	0	0	7	84	5	101
HANOVER	BRITISH AIRWAYS PLC	S	62	0	0	84	10	3	2	2	0	10	74	9	62
TOTAL HANOVER			62	0	0	84	10	3	2	2	0	10	74	9	62
MUNICH	BRITISH AIRWAYS PLC	S	62	0	0	79	16	5	0	0	0	8	94	4	62
	LUFTHANSA CITY LINE	S	107	0	0	68	14	13	5	0	0	13	96	0	52
TOTAL MUNICH			169	0	0	72	15	10	3	0	0	11	95	2	114
TOTAL GERMANY			845	0	2	79	12	7	2	0	0	8	85	5	834
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	18	0	0	72	17	11	0	0	0	14	83	6	18

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				Actual (7)	Plan (8)										
TOTAL GIBRALTAR			18	0	0	72	17	11	0	0	0	14	79	9	19
TOTAL GIBRALTAR			18	0	0	72	17	11	0	0	0	14	79	9	19
GREECE															
ATHENS	AIR FOYLE PASSENGER AIRLINES	C	3	0	1	33	33	33	0	0	0	23	67	43	3
	AIR TRANSAT	C	6	0	0	100	0	0	0	0	0	-16	0	0	0
	AIRWORLD AVIATION LTD	C	2	0	0	50	0	0	50	0	0	30	0	0	0
	BRITANNIA AIRWAYS	C	9	0	1	44	11	22	22	0	0	25	22	32	9
	EXCALIBUR AIRWAYS	C	9	0	0	78	0	0	22	0	0	18	0	187	2
	LEISURE INTERNATIONAL	C	2	0	0	0	0	0	100	0	0	150	33	44	3
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-9	18	46	11
TOTAL ATHENS			40	0	3	70	5	8	18	0	0	17	48	37	67
CHANIA	FIRST CHOICE AIRWAYS LTD	C	9	0	1	67	11	11	11	0	0	17	86	-2	7
	LEISURE INTERNATIONAL	C	4	0	0	100	0	0	0	0	0	-9	50	5	2
	MY TRAVEL AIRWAYS UK	C	7	0	0	14	29	0	29	29	0	121	0	0	0
TOTAL CHANIA			20	0	1	55	15	5	15	10	0	48	60	14	25
CORFU	BMI BRITISH MIDLAND	C	4	0	0	50	0	50	0	0	0	14	0	0	0
	BRITANNIA AB	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	BRITANNIA AIRWAYS	C	39	0	1	85	5	8	3	0	0	-6	71	27	41
	EXCALIBUR AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	67	12	3
	FIRST CHOICE AIRWAYS LTD	C	40	2	4	68	18	8	3	5	0	7	74	5	34
	LEISURE INTERNATIONAL	C	3	1	0	0	67	0	33	0	0	40	13	95	8
	MONARCH AIRLINES	C	4	0	2	75	0	0	25	0	0	15	50	27	4
	MY TRAVEL AIRWAYS UK	C	26	2	3	58	8	8	23	4	0	38	0	0	0
	TRANSAER	C	7	0	1	57	29	14	0	0	0	11	0	0	0
TOTAL CORFU			127	5	11	69	12	9	8	2	0	11	58	33	145
HERAKLION	AIRWORLD AVIATION LTD	C	13	0	0	85	8	0	8	0	0	-1	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	47	6	35	12	0	0	27	29	38	24
	CALEDONIAN AIRWAYS	C	18	0	0	44	0	11	44	0	0	47	43	58	7
	FIRST CHOICE AIRWAYS LTD	C	17	0	2	88	0	0	6	6	0	10	91	-2	32
	MONARCH AIRLINES	C	8	0	1	100	0	0	0	0	0	-8	50	6	6
	MY TRAVEL AIRWAYS UK	C	15	0	1	27	13	33	27	0	0	44	33	53	15
	TRANSAER	C	9	1	0	56	0	22	22	0	0	20	0	0	0
TOTAL HERAKLION			98	1	4	61	4	15	18	1	0	23	56	26	126
KALAMATA	LEISURE INTERNATIONAL	C	2	0	0	0	0	100	0	0	0	44	0	0	0
TOTAL KALAMATA			2	0	0	0	0	100	0	0	0	44	0	0	0
KAVALLA	BRITANNIA AIRWAYS	C	7	0	0	71	14	0	14	0	0	10	86	-2	7
	MY TRAVEL AIRWAYS UK	C	10	2	0	90	0	0	10	0	0	8	0	0	0
TOTAL KAVALLA			17	2	0	82	6	0	12	0	0	9	80	20	15
KEFALLINIA	AIR FOYLE PASSENGER AIRLINES	C	7	0	0	71	14	14	0	0	0	8	0	0	0
	BRITANNIA AIRWAYS	C	12	0	2	67	17	8	8	0	0	14	50	32	16
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	71	0	29	0	0	0	7	100	-8	5
	MONARCH AIRLINES	C	9	0	1	56	22	11	11	0	0	21	0	0	0
TOTAL KEFALLINIA			35	0	4	66	14	14	6	0	0	13	59	19	34
KOS	BRITANNIA AB	C	3	0	1	33	33	33	0	0	0	22	0	0	0

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				Actual (7)	Plan (8)										
<b>KOS</b>	BRITANNIA AIRWAYS	C	22	0	1	59	5	18	18	0	0	23	26	47	23
	EXCALIBUR AIRWAYS	C	6	0	1	83	17	0	0	0	0	-7	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	22	0	2	55	14	18	14	0	0	25	63	24	32
	MY TRAVEL AIRWAYS UK	C	17	0	6	53	6	6	24	12	0	57	0	0	0
<b>TOTAL KOS</b>			<b>71</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>10</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>44</b>	<b>41</b>	101
<b>MITILINI</b>	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	1	100	0	0	0	0	0	-16	33	23	3
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	0	14	29	29	0	83	0	0	0
<b>TOTAL MITILINI</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>36</b>	10
<b>PREVEZA</b>	AIR FOYLE PASSENGER AIRLINES	C	7	0	0	100	0	0	0	0	0	-7	0	0	0
	BRITANNIA AIRWAYS	C	6	1	1	67	0	0	33	0	0	29	0	139	5
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL PREVEZA</b>			<b>16</b>	<b>2</b>	<b>1</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>39</b>	18
<b>RHODES</b>	AIR OPERATIONS EUROPE	C	8	0	0	63	13	0	25	0	0	28	50	15	2
	AIRWORLD AVIATION LTD	C	7	0	1	71	0	29	0	0	0	21	0	0	0
	BRITANNIA AB	C	4	0	0	75	0	0	25	0	0	16	0	0	0
	BRITANNIA AIRWAYS	C	24	0	1	50	13	17	21	0	0	34	50	27	24
	EXCALIBUR AIRWAYS	C	2	0	0	50	0	50	0	0	0	11	0	66	1
	FIRST CHOICE AIRWAYS LTD	C	14	0	2	79	7	14	0	0	0	3	57	20	23
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	1	22	68	9
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	-3	75	8	8
	MY TRAVEL AIRWAYS UK	C	18	0	1	50	39	0	6	6	0	28	0	78	8
<b>TOTAL RHODES</b>			<b>87</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>41</b>	118
<b>SALONIKA</b>	AIRWORLD AVIATION LTD	C	2	0	2	100	0	0	0	0	0	1	0	0	0
	BRITANNIA AIRWAYS	C	19	1	1	63	11	11	16	0	0	23	43	46	21
	MY TRAVEL AIRWAYS UK	C	6	0	0	17	0	0	83	0	0	93	0	0	0
<b>TOTAL SALONIKA</b>			<b>27</b>	<b>1</b>	<b>3</b>	<b>56</b>	<b>7</b>	<b>7</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>38</b>	<b>53</b>	29
<b>SAMOS</b>	MONARCH AIRLINES	C	9	0	1	33	22	44	0	0	0	23	86	1	7
<b>TOTAL SAMOS</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>22</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>1</b>	7
<b>SKIATHOS</b>	BRITANNIA AB	C	3	0	0	33	33	33	0	0	0	23	0	0	0
	GB AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	15	100	7	4
	LEISURE INTERNATIONAL	C	5	0	1	100	0	0	0	0	0	-24	100	-3	5
	MONARCH AIRLINES	C	7	0	0	43	0	43	14	0	0	26	43	8	7
<b>TOTAL SKIATHOS</b>			<b>19</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>11</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>2</b>	24
<b>THIRA (SANTORINI)</b>	LEISURE INTERNATIONAL	C	3	5	1	67	0	33	0	0	0	7	44	32	9
<b>TOTAL THIRA (SANTORINI)</b>			<b>3</b>	<b>5</b>	<b>1</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>44</b>	<b>32</b>	9
<b>ZAKINTHOS</b>	AIR FOYLE PASSENGER AIRLINES	C	5	0	1	80	0	20	0	0	0	5	0	81	1
	AIRWORLD AVIATION LTD	C	7	0	0	100	0	0	0	0	0	-8	0	0	0
	BMI BRITISH MIDLAND	C	5	0	0	80	0	20	0	0	0	1	0	0	0
	BRITANNIA AB	C	2	1	2	100	0	0	0	0	0	-5	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	72	22	6	0	0	0	3	61	16	18
	EXCALIBUR AIRWAYS	C	9	0	1	100	0	0	0	0	0	-2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	86	0	14	0	0	0	-14	91	-8	22
	LEISURE INTERNATIONAL	C	4	0	1	50	0	0	25	25	0	105	50	22	10
	MONARCH AIRLINES	C	15	0	1	53	27	13	7	0	0	16	43	14	7

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				Actual (7)	Plan (8)										
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	16	0	1	69	6	19	6	0	0	11	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>88</b>	<b>1</b>	<b>8</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>15</b>	<b>80</b>
<b>TOTAL GREECE</b>			<b>678</b>	<b>19</b>	<b>56</b>	<b>65</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>31</b>	<b>808</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	62	0	0	45	29	18	8	0	0	21	66	21	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>29</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>21</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>29</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>21</b>	<b>62</b>
<b>INDIA</b>															
GOA	CALEDONIAN AIRWAYS	C	5	1	0	100	0	0	0	0	0	-15	50	21	8
<b>TOTAL GOA</b>			<b>5</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>-15</b>	<b>50</b>	<b>21</b>	<b>8</b>
<b>TOTAL INDIA</b>			<b>5</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>-15</b>	<b>50</b>	<b>21</b>	<b>8</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	36	0	0	89	0	6	6	0	0	3	89	5	38
<b>TOTAL CONNAUGHT</b>			<b>36</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>3</b>	<b>89</b>	<b>5</b>	<b>38</b>
CORK	AER LINGUS	S	12	0	0	92	0	8	0	0	0	-5	83	9	12
	BRITISH REGIONAL AIRLINES LTD	S	114	0	0	82	13	4	0	1	0	6	85	9	102
<b>TOTAL CORK</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>114</b>
DUBLIN	AER LINGUS	S	314	5	0	94	3	2	1	0	0	3	92	1	356
	RYANAIR	S	309	1	0	87	9	1	2	0	0	5	62	21	193
<b>TOTAL DUBLIN</b>			<b>623</b>	<b>6</b>	<b>5</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>611</b>
KERRY COUNTY	BRITISH REGIONAL AIRLINES LTD	S	16	0	0	88	6	6	0	0	0	-5	0	0	0
<b>TOTAL KERRY COUNTY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>100</b>	<b>2</b>	<b>1</b>
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	61	1	1	93	5	2	0	0	0	-1	87	0	55
<b>TOTAL SHANNON</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>87</b>	<b>0</b>	<b>55</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	16	0	0	81	6	13	0	0	0	2	65	29	17
<b>TOTAL WATERFORD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>29</b>	<b>17</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>878</b>	<b>7</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>8</b>	<b>836</b>
<b>ISRAEL</b>															
TEL AVIV	ALL LEISURE AIRLINES LTD	C	2	0	0	0	0	50	0	50	0	126	0	0	0
	EL AL	S	14	0	4	86	7	7	0	0	0	2	44	65	18
<b>TOTAL TEL AVIV</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>42</b>	<b>63</b>	<b>19</b>
<b>TOTAL ISRAEL</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>51</b>	<b>28</b>
<b>ITALY</b>															
CATANIA (FONTANAROSSA)	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	17	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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	106	0	0	51	20	12	13	4	0	32	77	15	104
<b>TOTAL MILAN (LINATE)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>77</b>	<b>15</b>	<b>104</b>
MILAN (MALPENSA)	LAUDA-AIR	S	48	0	0	73	13	4	10	0	0	16	0	0	0

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 MILAN (MALPENSA)</b>			<b>48</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>25</b>	<b>3</b>
<b>NAPLES</b>	BRITANNIA AIRWAYS	C	18	0	0	67	22	6	6	0	0	18	61	27	18
	FIRST CHOICE AIRWAYS LTD	C	7	0	1	43	29	14	14	0	0	29	29	59	7
	MONARCH AIRLINES	C	8	0	0	38	25	38	0	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	29	0	0	0	12	0	0	0
	SABENA	S	25	0	0	64	20	8	4	0	4	27	0	0	0
<b>TOTAL NAPLES</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>57</b>	<b>29</b>	<b>37</b>
<b>PISA</b>	BRITANNIA AB	C	5	0	1	80	20	0	0	0	0	-3	0	0	0
	BRITISH WORLD AIRLINES LTD	C	17	0	0	76	6	0	18	0	0	23	50	34	16
<b>TOTAL PISA</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>46</b>	<b>35</b>	<b>28</b>
<b>ROME (CIAMPINO)</b>	BRITISH WORLD AIRLINES LTD	C	18	0	0	67	17	17	0	0	0	9	67	14	18
<b>TOTAL ROME (CIAMPINO)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>14</b>	<b>18</b>
<b>ROME (FIUMICINO)</b>	BRITISH AIRWAYS PLC	S	53	0	0	75	13	4	8	0	0	14	82	7	11
	SABENA	S	124	0	5	71	15	9	4	1	0	15	100	1	6
<b>TOTAL ROME (FIUMICINO)</b>			<b>177</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>13</b>	<b>68</b>
<b>VENICE</b>	BRITANNIA AIRWAYS	C	4	0	0	50	0	0	50	0	0	63	0	0	0
	BRITISH AIRWAYS PLC	C	4	0	0	75	25	0	0	0	0	13	0	0	0
	BRITISH WORLD AIRLINES LTD	C	17	0	0	71	18	0	12	0	0	15	48	41	25
<b>TOTAL VENICE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>41</b>	<b>52</b>	<b>29</b>
<b>VERONA</b>	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	-3	100	-4	2
	MY TRAVEL AIRWAYS UK	C	3	0	1	100	0	0	0	0	0	-9	0	0	0
<b>TOTAL VERONA</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>83</b>	<b>6</b>	<b>6</b>
<b>TOTAL ITALY</b>			<b>472</b>	<b>3</b>	<b>11</b>	<b>65</b>	<b>16</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>22</b>	<b>293</b>
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	LEISURE INTL AIRWAYS LTD	C	10	0	0	50	0	10	20	20	0	86	29	36	7
	MY TRAVEL AIRWAYS UK	C	13	1	1	62	8	8	23	0	0	26	33	96	9
<b>TOTAL MONTEGO BAY</b>			<b>23</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>4</b>	<b>9</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>53</b>	<b>39</b>	<b>55</b>	<b>23</b>
<b>TOTAL JAMAICA</b>			<b>23</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>4</b>	<b>9</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>53</b>	<b>39</b>	<b>55</b>	<b>23</b>
<b>KENYA</b>															
<b>MOMBASA</b>	BRITANNIA AIRWAYS	C	4	0	0	50	0	0	0	50	0	109	63	6	8
	CALEDONIAN AIRWAYS	C	9	0	0	56	33	11	0	0	0	14	58	122	19
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	20	10	0	0	24	0	0	0
<b>TOTAL MOMBASA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>35</b>	<b>59</b>	<b>88</b>	<b>27</b>
<b>TOTAL KENYA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>35</b>	<b>59</b>	<b>88</b>	<b>27</b>
<b>LUXEMBOURG</b>															
<b>LUXEMBOURG</b>	LUXAIR	S	44	0	0	89	9	2	0	0	0	2	0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>44</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>44</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
<b>MALTA</b>	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	100	0	0	0	0	0	-10	0	0	0

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				Actual (7)	Plan (8)										
<b>MALTA</b>	AIR MALTA	S	42	0	0	57	21	12	5	0	5	27	70	10	27
	AIR MALTA	C	9	1	1	89	0	0	11	0	0	3	41	49	34
	AIRWORLD AVIATION LTD	C	9	0	1	33	22	22	0	22	0	65	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	88	12	0	0	0	0	2	60	24	25
	CALEDONIAN AIRWAYS	C	9	0	0	44	11	0	22	22	0	79	60	12	10
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	38	25	25	13	0	0	32	64	18	22
	MONARCH AIRLINES	C	3	1	0	0	100	0	0	0	0	22	44	47	18
	MY TRAVEL AIRWAYS UK	C	18	0	1	44	6	17	11	22	0	74	0	0	0
<b>TOTAL MALTA</b>			<b>131</b>	<b>2</b>	<b>3</b>	<b>58</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>33</b>	<b>54</b>	<b>29</b>	<b>173</b>
<b>TOTAL MALTA</b>			<b>131</b>	<b>2</b>	<b>3</b>	<b>58</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>33</b>	<b>54</b>	<b>29</b>	<b>173</b>
<b>MOROCCO</b>															
<b>AGADIR</b>	MY TRAVEL AIRWAYS UK	C	9	0	1	78	11	11	0	0	0	8	0	0	0
	ROYAL AIR MAROC	C	16	0	0	81	13	0	6	0	0	5	40	29	10
<b>TOTAL AGADIR</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>30</b>	<b>40</b>	<b>20</b>
<b>TANGIERS (IBN BATUTA)</b>	ROYAL AIR MAROC	C	7	0	0	100	0	0	0	0	0	-15	33	87	6
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-15</b>	<b>20</b>	<b>214</b>	<b>10</b>
<b>TOTAL MOROCCO</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>98</b>	<b>30</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	204	0	0	77	11	7	4	0	0	9	92	3	158
	KLM UK LTD	S	239	1	1	77	10	10	3	0	0	7	65	10	72
	SCOT AIRWAYS	S	76	0	30	61	32	4	4	0	0	11	68	10	82
<b>TOTAL AMSTERDAM</b>			<b>519</b>	<b>3</b>	<b>31</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>6</b>	<b>477</b>
<b>EINDHOVEN</b>	B A S E BUSINESS AIRLINES	S	83	1	5	83	5	7	2	2	0	4	55	22	74
<b>TOTAL EINDHOVEN</b>			<b>83</b>	<b>1</b>	<b>5</b>	<b>83</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>55</b>	<b>22</b>	<b>74</b>
<b>ROTTERDAM</b>	BRITISH REGIONAL AIRLINES LTD	S	53	0	0	70	19	9	2	0	0	10	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>655</b>	<b>4</b>	<b>36</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>8</b>	<b>551</b>
<b>NORWAY</b>															
<b>OSLO (FORNEBU)</b>	SAS	S	27	0	0	93	4	0	4	0	0	6	0	0	0
<b>TOTAL OSLO (FORNEBU)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	BRITISH AIRWAYS PLC	S	18	0	0	6	17	50	28	0	0	56	6	71	17
	PAKISTAN INTL AIRLINES	S	18	0	0	22	17	28	11	17	6	88	6	50	18
<b>TOTAL ISLAMABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>39</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>72</b>	<b>6</b>	<b>60</b>	<b>35</b>
<b>TOTAL PAKISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>39</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>72</b>	<b>6</b>	<b>60</b>	<b>35</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR FOYLE PASSENGER AIRLINES	C	12	0	1	58	17	25	0	0	0	17	25	33	8
	AIR OPERATIONS EUROPE	C	4	0	0	0	0	100	0	0	0	44	0	0	0
	BRITANNIA AB	C	10	0	0	70	20	10	0	0	0	12	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)										
FARO	BRITANNIA AIRWAYS	C	26	0	0	81	4	8	8	0	0	14	34	44	32
	BRITISH AIRWAYS PLC	C	12	0	0	50	8	17	8	17	0	55	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	39	1	2	62	18	8	5	5	3	39	32	30	28
	LEISURE INTERNATIONAL	C	8	0	0	50	50	0	0	0	0	14	75	5	4
	MONARCH AIRLINES	C	51	0	1	75	10	14	2	0	0	11	58	21	36
	MY TRAVEL AIRWAYS UK	C	20	3	0	60	15	5	20	0	0	18	33	30	9
	TRANSAER	C	15	0	0	60	13	13	13	0	0	26	0	0	0
<b>TOTAL FARO</b>			<b>200</b>	<b>4</b>	<b>4</b>	<b>65</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>46</b>	<b>37</b>	<b>221</b>
LISBON	AIRWORLD AVIATION LTD	C	9	0	1	78	0	0	0	22	0	45	0	0	0
<b>TOTAL LISBON</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>45</b>	<b>50</b>	<b>35</b>	<b>10</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>209</b>	<b>4</b>	<b>5</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>37</b>	<b>234</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIRWORLD AVIATION LTD	C	10	0	0	80	0	10	10	0	0	3	0	0	0
	BRITANNIA AB	C	2	1	2	50	0	0	50	0	0	45	0	0	0
	EXCALIBUR AIRWAYS	C	18	0	0	83	0	17	0	0	0	1	0	89	4
	MONARCH AIRLINES	C	10	0	0	70	10	0	20	0	0	20	0	0	0
<b>TOTAL FUNCHAL</b>			<b>40</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>25</b>	<b>22</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>40</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>25</b>	<b>22</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	22	50	17	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>22</b>	<b>50</b>	<b>17</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>22</b>	<b>50</b>	<b>17</b>	<b>4</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	18	0	0	78	0	0	11	11	0	37	50	19	20
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>19</b>	<b>20</b>
<b>TOTAL RUMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>19</b>	<b>20</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	10	0	0	60	10	20	10	0	0	15	78	4	18
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>4</b>	<b>18</b>
<b>TOTAL RUSSIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>4</b>	<b>18</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	26	0	0	73	15	12	0	0	0	4	85	9	26
<b>TOTAL SINGAPORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>26</b>
<b>TOTAL SINGAPORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>26</b>
<b>SPAIN</b>															
ALICANTE	AIR OPERATIONS EUROPE	C	10	0	0	20	10	10	50	10	0	81	0	90	10
	BRITANNIA AB	C	11	1	0	73	0	9	9	9	0	44	0	0	0
	BRITANNIA AIRWAYS	C	51	0	1	82	6	8	4	0	0	10	28	45	43
	FIRST CHOICE AIRWAYS LTD	C	39	0	1	72	10	13	5	0	0	14	88	0	26

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Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ALICANTE	LEISURE INTERNATIONAL	C	27	0	0	41	11	19	15	7	7	80	89	0	9
	MONARCH AIRLINES	C	31	0	0	65	13	16	6	0	0	17	46	23	37
	MY TRAVEL AIRWAYS UK	C	36	0	0	39	17	14	31	0	0	44	0	0	0
	OASIS INTERNATIONAL	C	8	0	0	0	25	50	25	0	0	41	0	0	0
	VIVA	C	2	0	0	0	0	0	100	0	0	119	0	0	0
<b>TOTAL ALICANTE</b>			<b>215</b>	<b>4</b>	<b>3</b>	<b>58</b>	<b>11</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>43</b>	<b>39</b>	<b>200</b>
ALMERIA	BRITANNIA AIRWAYS	C	33	0	1	88	6	6	0	0	0	0	36	31	25
	MONARCH AIRLINES	C	8	0	0	88	0	0	13	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	38	0	0	0	17	0	0	0
<b>TOTAL ALMERIA</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>28</b>	<b>41</b>	
BARCELONA	IBERIA	S	56	0	0	79	11	9	2	0	0	0	0	0	0
<b>TOTAL BARCELONA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>26</b>
GERONA	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-7	100	-1	2
	BRITANNIA AB	C	2	0	0	50	50	0	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	21	1	3	76	5	0	19	0	0	9	70	27	10
	CALEDONIAN AIRWAYS	C	4	0	0	75	25	0	0	0	0	-1	29	30	21
	EXCALIBUR AIRWAYS	C	8	0	0	100	0	0	0	0	0	-8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	21	0	2	62	10	10	19	0	0	26	80	-2	5
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	28	100	-7	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	38	25	0	0	50	0	0	0
	<b>TOTAL GERONA</b>			<b>70</b>	<b>1</b>	<b>5</b>	<b>67</b>	<b>10</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>22</b>	<b>51</b>
IBIZA	AIR FOYLE PASSENGER AIRLINES	C	16	0	2	19	38	6	25	0	13	81	100	-1	7
	AIRWORLD AVIATION LTD	C	7	0	1	86	0	14	0	0	0	-1	0	0	0
	BRITANNIA AB	C	6	0	0	83	17	0	0	0	0	-1	0	0	0
	BRITANNIA AIRWAYS	C	73	0	6	77	10	7	7	0	0	6	44	38	89
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	22	0	2	55	14	9	23	0	0	21	78	2	37
	LEISURE INTERNATIONAL	C	9	0	1	56	22	0	0	22	0	72	100	10	1
	MONARCH AIRLINES	C	18	0	0	67	11	6	17	0	0	15	56	17	27
	MY TRAVEL AIRWAYS UK	C	23	1	3	26	26	13	26	9	0	60	33	42	9
	OASIS INTERNATIONAL	C	7	0	0	14	29	57	0	0	0	32	0	0	0
	TRANSAER	C	10	2	1	80	0	0	20	0	0	18	0	0	0
<b>TOTAL IBIZA</b>			<b>194</b>	<b>6</b>	<b>16</b>	<b>60</b>	<b>15</b>	<b>9</b>	<b>13</b>	<b>2</b>	<b>25</b>	<b>50</b>	<b>39</b>	<b>222</b>	
MADRID	BRITISH AIRWAYS PLC	S	54	0	0	85	6	6	0	4	0	10	98	-2	52
	IBERIA	S	6	0	0	83	17	0	0	0	0	4	92	-5	62
<b>TOTAL MADRID</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>95</b>	<b>-4</b>	<b>114</b>	
MAHON	AIR FOYLE PASSENGER AIRLINES	C	6	0	0	17	0	83	0	0	0	38	0	0	0
	AIR OPERATIONS EUROPE	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	BMI BRITISH MIDLAND	C	3	0	1	100	0	0	0	0	0	-12	35	35	17
	BRITANNIA AIRWAYS	C	36	0	1	92	8	0	0	0	0	1	44	42	43
	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	EXCALIBUR AIRWAYS	C	7	0	0	29	14	43	14	0	0	28	100	3	3
	FIRST CHOICE AIRWAYS LTD	C	15	0	5	93	0	0	7	0	0	8	64	21	33
	LEISURE INTERNATIONAL	C	13	0	0	38	31	15	0	15	0	58	38	24	8
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	32	35	31



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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	MY TRAVEL AIRWAYS UK	C	37	0	1	32	19	14	19	16	0	69	21	52	14
	TRANSAER	C	11	0	0	64	9	0	27	0	0	31	100	-15	4
<b>TOTAL MAHON</b>			<b>140</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>32</b>	<b>192</b>
MALAGA	AIR ATLANTA ICELANDIC	C	10	0	0	10	10	20	60	0	0	67	0	0	0
	AIR FOYLE PASSENGER AIRLINES	C	5	1	0	40	0	40	20	0	0	28	53	21	36
	AIR OPERATIONS EUROPE	C	4	0	0	0	0	25	75	0	0	80	60	83	10
	AIRWORLD AVIATION LTD	C	16	0	0	63	13	13	13	0	0	28	0	0	0
	BRITANNIA AB	C	26	0	0	77	0	8	15	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	77	8	8	8	0	0	18	4	86	28
	EXCALIBUR AIRWAYS	C	8	0	0	100	0	0	0	0	0	-10	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	43	0	0	74	12	2	7	0	5	38	75	13	71
	LEISURE INTERNATIONAL	C	3	1	2	33	33	0	33	0	0	32	38	41	21
	MONARCH AIRLINES	C	74	0	0	68	14	11	7	1	0	17	42	45	24
	MY TRAVEL AIRWAYS UK	C	27	1	2	63	22	7	7	0	0	20	0	0	0
	TRANSAER	C	4	1	0	25	25	25	25	0	0	52	25	44	8
	VIVA	C	11	3	0	73	27	0	0	0	0	7	0	0	0
<b>TOTAL MALAGA</b>			<b>257</b>	<b>7</b>	<b>6</b>	<b>66</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>51</b>	<b>36</b>	<b>301</b>
MURCIA SAN JAVIER	EXCALIBUR AIRWAYS	C	6	1	0	33	33	33	0	0	0	24	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>6</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>10</b>	<b>71</b>	<b>10</b>
PALMA DE MALLORCA	AIR EUROPA	C	2	1	0	0	50	50	0	0	0	29	0	91	2
	AIRWORLD AVIATION LTD	C	19	0	0	53	16	11	16	5	0	29	0	0	0
	BRITANNIA AB	C	8	1	0	100	0	0	0	0	0	-6	0	0	0
	BRITANNIA AIRWAYS	C	123	1	1	84	3	7	7	0	0	5	36	63	144
	CALEDONIAN AIRWAYS	C	10	0	0	70	0	10	20	0	0	14	50	43	4
	EUROPEAN AIR CHARTER	C	6	2	0	33	17	17	33	0	0	49	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	76	0	6	63	3	1	26	7	0	42	63	13	76
	MONARCH AIRLINES	C	44	0	1	75	18	2	5	0	0	6	47	24	73
	MY TRAVEL AIRWAYS UK	C	104	4	12	42	13	8	13	21	2	79	31	75	16
	OASIS INTERNATIONAL	C	3	1	0	33	0	33	33	0	0	37	30	71	30
	SPANAIR	C	12	0	0	67	0	0	33	0	0	33	37	51	43
	TRANSAER	C	2	0	0	100	0	0	0	0	0	-21	0	0	0
	VIVA	C	3	1	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>412</b>	<b>12</b>	<b>20</b>	<b>65</b>	<b>8</b>	<b>6</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>41</b>	<b>46</b>	<b>521</b>
REUS	AIRWORLD AVIATION LTD	C	8	0	2	38	25	13	25	0	0	30	0	0	0
	BRITANNIA AB	C	5	0	0	100	0	0	0	0	0	-1	0	0	0
	BRITANNIA AIRWAYS	C	30	0	3	77	3	0	20	0	0	17	50	47	10
	FIRST CHOICE AIRWAYS LTD	C	23	0	7	87	9	4	0	0	0	-10	42	25	12
	MONARCH AIRLINES	C	9	0	1	78	11	0	11	0	0	14	63	13	16
MY TRAVEL AIRWAYS UK	C	21	0	3	67	14	5	14	0	0	14	56	20	9	
<b>TOTAL REUS</b>			<b>97</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>9</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>17</b>	<b>76</b>
<b>TOTAL SPAIN</b>			<b>1557</b>	<b>31</b>	<b>75</b>	<b>66</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>50</b>	<b>35</b>	<b>1757</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR FOYLE PASSENGER AIRLINES	C	6	0	1	83	17	0	0	0	0	12	0	0	0
	AIR OPERATIONS EUROPE	C	4	0	0	75	0	25	0	0	0	-5	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	72	6	22	0	0	0	8	39	28	18
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	13	13	0	0	14	56	15	16

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				Actual (7)	Plan (8)										
<b>ARRECIFE</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	10	56	8	16
	MONARCH AIRLINES	C	24	0	0	75	4	13	4	4	0	25	38	33	16
	MY TRAVEL AIRWAYS UK	C	25	0	1	48	16	12	0	24	0	67	28	39	18
	OASIS INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	2	63	7	8
	TRANSAER	C	5	0	3	40	0	20	40	0	0	63	0	0	0
<b>TOTAL ARRECIFE</b>			<b>100</b>	<b>2</b>	<b>5</b>	<b>64</b>	<b>11</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>45</b>	<b>25</b>	<b>112</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	2	38	24	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	-2	100	-22	8
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	19	0	31	6	0	50	25	39	8
	OASIS INTERNATIONAL	C	8	0	0	75	13	13	0	0	0	0	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>55</b>	<b>48</b>
<b>LAS PALMAS</b>	AIR EUROPA	C	10	1	0	10	0	60	30	0	0	65	44	63	9
	AIRWORLD AVIATION LTD	C	10	0	0	80	0	0	10	10	0	28	0	0	0
	BRITANNIA AIRWAYS	C	27	0	1	78	11	4	7	0	0	10	54	31	39
	CALEDONIAN AIRWAYS	C	18	0	0	61	17	11	11	0	0	14	40	25	20
	FIRST CHOICE AIRWAYS LTD	C	35	1	0	71	3	3	23	0	0	22	78	10	37
	LEISURE INTERNATIONAL	C	10	0	0	60	0	0	20	20	0	73	50	8	2
	MONARCH AIRLINES	C	13	0	0	62	15	15	0	8	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	29	12	18	35	6	0	53	53	110	17
	OASIS INTERNATIONAL	C	16	3	0	81	6	0	13	0	0	-7	33	100	21
	<b>TOTAL LAS PALMAS</b>			<b>157</b>	<b>5</b>	<b>1</b>	<b>63</b>	<b>8</b>	<b>10</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>44</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR ATLANTA ICELANDIC	C	2	0	0	0	50	50	0	0	0	34	0	0	0
	AIR EUROPA	C	16	0	0	69	19	6	6	0	0	16	47	116	19
	AIR FOYLE PASSENGER AIRLINES	C	12	1	1	33	8	17	25	8	8	106	0	0	0
	AIR OPERATIONS EUROPE	C	16	0	0	38	19	6	38	0	0	43	67	7	3
	BRITANNIA AB	C	14	0	3	71	7	21	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	45	0	0	71	13	7	9	0	0	14	59	22	49
	CALEDONIAN AIRWAYS	C	18	0	0	39	17	33	11	0	0	33	63	25	24
	EXCALIBUR AIRWAYS	C	2	0	0	100	0	0	0	0	0	-5	0	103	4
	FIRST CHOICE AIRWAYS LTD	C	45	0	1	80	11	2	7	0	0	7	58	18	62
	LEISURE INTERNATIONAL	C	12	0	0	75	8	17	0	0	0	12	100	7	8
	MONARCH AIRLINES	C	65	1	1	60	22	11	8	0	0	16	59	17	51
	MY TRAVEL AIRWAYS UK	C	17	1	2	59	18	12	6	6	0	30	80	4	10
	OASIS INTERNATIONAL	C	23	1	0	70	13	9	9	0	0	5	33	121	9
	SPANAIR	C	7	2	0	57	0	29	14	0	0	25	67	44	9
	<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>294</b>	<b>8</b>	<b>8</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>34</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>601</b>	<b>15</b>	<b>14</b>	<b>64</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>37</b>	<b>628</b>
<b>ST LUCIA</b>															
<b>ST LUCIA (HEWANORRA)</b>	BRITANNIA AIRWAYS	C	8	0	1	63	25	0	13	0	0	19	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ST LUCIA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWEDEN</b>															
<b>GOTEBORG</b>	GILL AIRWAYS	C	2	0	0	50	50	0	0	0	0	12	0	0	0

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				Actual (7)	Plan (8)										
TOTAL GOTEBOG			2	0	0	50	50	0	0	0	0	12	0	0	0
STOCKHOLM (ARLANDA)	SAS	S	27	0	0	78	15	7	0	0	0	12	19	37	52
TOTAL STOCKHOLM (ARLANDA)			27	0	0	78	15	7	0	0	0	12	19	37	52
TOTAL SWEDEN			29	0	0	76	17	7	0	0	0	12	19	37	52
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	10	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BASLE MULHOUSE			10	0	0	100	0	0	0	0	0	1	0	0	0
GENEVA	BRITISH AIRWAYS PLC	S	62	0	0	68	11	13	5	3	0	17	71	30	62
TOTAL GENEVA			62	0	0	68	11	13	5	3	0	17	71	30	62
ZURICH	AER LINGUS	S	50	0	0	92	4	4	0	0	0	3	94	3	47
	SWISSAIR	S	62	0	0	76	18	5	2	0	0	11	82	7	61
TOTAL ZURICH			112	0	0	83	12	4	1	0	0	7	87	5	108
TOTAL SWITZERLAND			184	0	0	79	11	7	2	1	0	10	81	14	170
THAILAND															
BANGKOK	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	-9	0	0	0
TOTAL BANGKOK			8	0	0	88	13	0	0	0	0	-9	0	0	0
TOTAL THAILAND			8	0	0	88	13	0	0	0	0	-9	0	0	0
TUNISIA															
MONASTIR	BRITANNIA AIRWAYS	C	17	0	1	82	6	6	6	0	0	4	61	29	18
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	12	40	46	10
	MONARCH AIRLINES	C	10	0	0	50	10	10	30	0	0	29	30	55	10
	MY TRAVEL AIRWAYS UK	C	18	0	2	78	0	11	11	0	0	12	0	0	0
TOTAL MONASTIR			55	0	3	73	5	9	13	0	0	12	44	47	66
TOTAL TUNISIA			55	0	3	73	5	9	13	0	0	12	44	47	66
TURKEY															
ANTALYA	ALL LEISURE AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-7	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-16	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	3	100	-12	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	1	78	0	11	0	11	0	19	100	-2	7
	MONARCH AIRLINES	C	10	0	0	40	10	40	10	0	0	26	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	1	44	11	33	11	0	0	27	0	0	0
	SUNWAYS	C	7	0	1	71	0	0	14	14	0	40	0	0	0
TOTAL ANTALYA			47	0	3	64	4	21	6	4	0	20	50	25	32
DALAMAN															
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	75	0	13	13	0	0	18	0	62	3
	AIRWORLD AVIATION LTD	C	15	0	1	33	13	27	27	0	0	48	0	0	0
	ALL LEISURE AIRLINES LTD	C	11	0	1	45	9	9	18	0	18	104	0	0	0
	BRITANNIA AIRWAYS	C	30	0	3	50	20	20	10	0	0	22	58	11	24
	CALEDONIAN AIRWAYS	C	29	0	3	38	21	24	17	0	0	30	50	31	16
	EXCALIBUR AIRWAYS	C	2	0	0	0	0	100	0	0	0	49	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	29	0	5	69	3	14	14	0	0	18	81	4	21
	MONARCH AIRLINES	C	26	0	1	31	27	23	19	0	0	36	57	25	28

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				Actual (7)	Plan (8)										
DALAMAN	MY TRAVEL AIRWAYS UK	C	31	1	3	26	16	26	29	3	0	54	0	0	0
	ONUR AIR	C	7	0	0	100	0	0	0	0	0	-9	0	0	0
	SUNWAYS	C	7	0	1	29	0	43	29	0	0	29	0	0	0
<b>TOTAL DALAMAN</b>			<b>195</b>	<b>3</b>	<b>18</b>	<b>45</b>	<b>14</b>	<b>22</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>56</b>	<b>19</b>	130
ISTANBUL	ISTANBUL HAVA YOLLARI	C	10	0	2	10	20	30	40	0	0	49	50	7	4
<b>TOTAL ISTANBUL</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>20</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>80</b>	<b>6</b>	20
IZMIR (ADNAM MENDERES)	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	13	13	38	38	0	0	54	20	33	5
	BRITANNIA AIRWAYS	C	7	0	1	57	43	0	0	0	0	8	13	82	8
	CALEDONIAN AIRWAYS	C	15	0	1	53	13	7	20	0	7	76	44	32	9
	FIRST CHOICE AIRWAYS LTD	C	31	0	5	61	13	10	16	0	0	16	80	-2	25
	LEISURE INTERNATIONAL	C	9	0	1	56	0	0	22	22	0	72	0	0	0
	MONARCH AIRLINES	C	24	0	1	46	25	4	17	0	8	78	63	33	19
	MY TRAVEL AIRWAYS UK	C	16	0	0	31	19	19	25	6	0	55	25	48	16
	SUNWAYS	C	7	0	1	43	0	14	43	0	0	37	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>117</b>	<b>2</b>	<b>10</b>	<b>48</b>	<b>16</b>	<b>10</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>50</b>	<b>51</b>	<b>30</b>	82
<b>TOTAL TURKEY</b>			<b>369</b>	<b>5</b>	<b>33</b>	<b>47</b>	<b>14</b>	<b>18</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>56</b>	<b>22</b>	264
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	GULF AIR	S	18	0	0	89	11	0	0	0	0	-2	82	6	17
<b>TOTAL ABU DHABI INTERNATIONAL</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>0</b>	<b>-2</b>	<b>82</b>	<b>6</b>	17
DUBAI	EMIRATES	S	44	0	0	80	18	2	0	0	0	5	74	6	46
<b>TOTAL DUBAI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>6</b>	46
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>6</b>	63
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	84	0	5	62	30	8	0	0	0	12	66	16	87
	BRITISH AIRWAYS (EURO OPS) LG	S	16	0	0	88	0	0	13	0	0	13	90	2	60
	BRITISH AIRWAYS PLC	S	115	2	0	89	7	2	3	0	0	3	92	0	91
<b>TOTAL ABERDEEN</b>			<b>215</b>	<b>3</b>	<b>5</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>7</b>	238
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	282	0	0	89	5	3	3	0	0	3	87	7	266
<b>TOTAL BELFAST CITY</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>7</b>	266
BELFAST INTERNATIONAL	BMI REGIONAL	S	194	0	0	97	2	1	1	1	0	-2	0	0	0
	BRITISH AIRWAYS PLC	S	269	0	5	88	7	3	2	0	0	3	84	8	265
	MY TRAVEL AIRWAYS UK	C	4	2	2	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>467</b>	<b>2</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	265
BIRMINGHAM	AER LINGUS	S	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-12</b>	1
CAMBRIDGE	SCOT AIRWAYS	S	88	1	0	82	14	2	2	0	0	5	85	6	84
<b>TOTAL CAMBRIDGE</b>			<b>88</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	84
CARDIFF WALES	BRITANNIA AB	C	2	0	0	50	50	0	0	0	0	4	0	0	0
	EASTERN AIRWAYS	C	88	0	0	84	15	0	1	0	0	7	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>92</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	0
CITY OF DERRY (EGLINTON)	LOGANAIR	S	60	0	2	87	7	7	0	0	0	-1	50	28	54

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			MATCHED	Actual (7)											Plan (8)
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>50</b>	<b>28</b>	<b>54</b>
DUNDEE	BMI REGIONAL	S	90	0	7	74	12	11	2	0	0	9	0	25	1
<b>TOTAL DUNDEE</b>			<b>90</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>25</b>	<b>1</b>
EDINBURGH	BMI REGIONAL	S	22	0	0	100	0	0	0	0	0	-12	94	-1	138
	BRITISH AIRWAYS PLC	S	228	0	2	86	10	1	3	0	0	5	94	1	212
	BRITISH REGIONAL AIRLINES LTD	S	8	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL EDINBURGH</b>			<b>260</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>0</b>	<b>350</b>
GATWICK	AIR TRANSAT	C	2	0	0	0	50	50	0	0	0	27	33	72	6
	ALL LEISURE AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	46	0	0	0
	BRITANNIA AIRWAYS	C	4	0	1	25	50	25	0	0	0	18	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	336	0	0	87	7	4	1	0	0	3	93	0	290
	BRITISH AIRWAYS PLC	S	18	0	0	61	6	22	11	0	0	18	41	46	17
	MONARCH AIRLINES	C	14	0	0	79	14	0	7	0	0	5	100	-4	1
<b>TOTAL GATWICK</b>			<b>378</b>	<b>5</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>334</b>
GLASGOW	BMI REGIONAL	S	126	0	16	68	21	6	5	0	0	11	80	4	5
	BRITANNIA AIRWAYS	C	8	0	1	100	0	0	0	0	0	-19	0	0	0
	BRITISH AIRWAYS PLC	S	290	1	1	88	9	3	0	0	0	2	90	3	240
	MY TRAVEL AIRWAYS UK	C	2	5	3	100	0	0	0	0	0	-14	0	0	0
<b>TOTAL GLASGOW</b>			<b>428</b>	<b>6</b>	<b>21</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>3</b>	<b>246</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	76	3	3	80	7	5	7	1	0	10	83	10	59
	JERSEY EUROPEAN AIRWAYS	S	8	2	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL GUERNSEY</b>			<b>85</b>	<b>5</b>	<b>4</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>61</b>
HEATHROW	BRITISH AIRWAYS PLC	S	610	23	0	83	9	6	3	0	0	11	78	8	615
<b>TOTAL HEATHROW</b>			<b>610</b>	<b>25</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>8</b>	<b>615</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	175	0	1	95	2	2	1	0	0	1	74	10	184
<b>TOTAL ISLE OF MAN</b>			<b>175</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>10</b>	<b>184</b>
JERSEY	AIRWORLD AVIATION LTD	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
	BRITISH REGIONAL AIRLINES LTD	C	10	0	11	30	20	0	30	20	0	97	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	112	2	0	81	9	4	5	1	0	9	60	26	81
	EXCALIBUR AIRWAYS	C	2	0	0	50	50	0	0	0	0	6	0	0	0
	JERSEY EUROPEAN AIRWAYS	S	47	0	0	79	4	6	11	0	0	10	95	0	55
	KLM UK LTD	C	2	0	6	100	0	0	0	0	0	9	43	55	7
<b>TOTAL JERSEY</b>			<b>176</b>	<b>2</b>	<b>19</b>	<b>78</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>13</b>	<b>220</b>
NEWCASTLE	CALEDONIAN AIRWAYS	C	16	0	1	75	0	13	13	0	0	11	0	0	0
	GILL AIRWAYS	S	139	0	0	79	15	5	1	0	0	6	90	3	84
<b>TOTAL NEWCASTLE</b>			<b>155</b>	<b>1</b>	<b>4</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>3</b>	<b>86</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	86	2	2	92	6	1	0	1	0	2	85	4	84
<b>TOTAL SOUTHAMPTON</b>			<b>86</b>	<b>2</b>	<b>2</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>4</b>	<b>84</b>
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	133	0	1	93	6	0	1	0	0	-3	94	-1	124
	GILL AIRWAYS	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL STANSTED</b>			<b>135</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>94</b>	<b>-2</b>	<b>126</b>
SUMBURGH	BMI REGIONAL	S	29	0	0	83	3	14	0	0	0	7	0	0	0

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				Actual (7)	Plan (8)										
SUMBURGH	BRITISH AIRWAYS PLC	S	71	0	0	92	3	4	1	0	0	4	91	4	46
<b>TOTAL SUMBURGH</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>4</b>	<b>46</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3886</b>	<b>59</b>	<b>78</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>7</b>	<b>3342</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	84	13	2	2	0	0	-1	88	-2	60
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>88</b>	<b>-2</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	123	1	1	89	7	2	2	0	0	0	85	0	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>123</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>62</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	28	0	2	86	11	4	0	0	0	-3	89	-3	62
	BRITISH AIRWAYS PLC	S	62	0	0	87	5	5	3	0	0	-7	84	4	61
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>86</b>	<b>1</b>	<b>123</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	84	8	6	0	2	0	4	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ORLANDO</b>															
	AMERICAN TRANS AIR	C	8	0	0	50	0	25	25	0	0	23	83	1	6
	BRITANNIA AIRWAYS	C	34	1	2	79	12	9	0	0	0	3	56	22	45
	CALEDONIAN AIRWAYS	C	25	0	1	80	8	8	4	0	0	-17	92	-3	12
	LEISURE INTL AIRWAYS LTD	C	35	3	1	49	14	11	6	14	6	68	21	54	39
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	-41	0	0	0
	MY TRAVEL AIRWAYS UK	C	51	0	0	25	25	24	25	0	0	40	38	28	32
	RICH INTERNATIONAL AIRWAYS	C	7	1	1	71	14	0	0	0	14	51	60	18	10
<b>TOTAL ORLANDO</b>			<b>164</b>	<b>5</b>	<b>5</b>	<b>55</b>	<b>15</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>27</b>	<b>47</b>	<b>29</b>	<b>144</b>
<b>TOTAL USA</b>			<b>501</b>	<b>7</b>	<b>8</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>72</b>	<b>10</b>	<b>390</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	8	0	9	50	13	13	25	0	0	35	0	0	0
<b>TOTAL TASHKENT</b>			<b>8</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UZBEKISTAN</b>			<b>8</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>VENEZUELA</b>															
PORLAMAR	LEISURE INTL AIRWAYS LTD	C	5	0	0	60	20	20	0	0	0	7	0	0	0
<b>TOTAL PORLAMAR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL VENEZUELA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MANCHESTER</b>			<b>13123</b>	<b>172</b>	<b>372</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>18</b>	<b>12671</b>

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>AUSTRIA</b>															
GRAZ	BRITISH WORLD AIRLINES LTD	C	16	0	0	81	6	13	0	0	0	3	100	-8	17
TOTAL GRAZ			16	0	0	81	6	13	0	0	0	3	100	-8	17
TOTAL AUSTRIA			17	0	2	82	6	12	0	0	0	3	85	2	27
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	184	1	10	72	14	10	4	0	0	11	74	13	141
TOTAL BRUSSELS			184	1	10	72	14	10	4	0	0	11	74	13	141
TOTAL BELGIUM			184	3	10	72	14	10	4	0	0	11	74	18	193
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	3	0	1	100	0	0	0	0	0	2	0	0	0
TOTAL BURGAS			3	0	1	100	0	0	0	0	0	2	0	42	5
TOTAL BULGARIA			3	0	1	100	0	0	0	0	0	2	0	42	5
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	4	0	0	75	0	25	0	0	0	4	100	-11	2
TOTAL TORONTO			4	0	0	75	0	25	0	0	0	4	100	-11	2
TOTAL CANADA			4	1	0	75	0	25	0	0	0	4	100	-11	2
<b>CROATIA</b>															
SPLIT	AIR OPERATIONS EUROPE	C	4	0	0	50	25	25	0	0	0	16	0	0	0
TOTAL SPLIT			4	1	0	50	25	25	0	0	0	16	33	34	3
TOTAL CROATIA			4	1	0	50	25	25	0	0	0	16	33	34	3
<b>CUBA</b>															
HAVANA	CUBANA	S	8	0	0	38	25	13	25	0	0	44	33	58	6
TOTAL HAVANA			8	0	0	38	25	13	25	0	0	44	33	58	6
TOTAL CUBA			8	0	0	38	25	13	25	0	0	44	33	58	6
<b>DENMARK</b>															
BILLUND	BRITISH WORLD AIRLINES LTD	C	18	0	0	44	17	11	6	17	6	120	0	0	0
TOTAL BILLUND			18	0	0	44	17	11	6	17	6	120	75	12	4
COPENHAGEN	BRITISH WORLD AIRLINES LTD	C	17	0	1	47	6	12	35	0	0	50	0	0	0
	KLM UK LTD	S	106	0	0	82	10	8	0	0	0	-1	79	11	104
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	28	50	11	11	0	0	29	39	299	18
TOTAL COPENHAGEN			141	0	1	71	15	9	6	0	0	9	73	52	124
TOTAL DENMARK			159	0	1	68	15	9	6	2	1	22	73	51	128
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	20	0	0	45	15	30	10	0	0	28	69	12	16
TOTAL HELSINKI			20	0	0	45	15	30	10	0	0	28	69	12	16
TOTAL FINLAND			20	0	0	45	15	30	10	0	0	28	69	12	16

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>																
DIJON	PROTEUS AIR SYSTEM SA	S	30	0	6	87	3	3	7	0	0	7	90	6	42	
<b>TOTAL DIJON</b>			<b>30</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>42</b>	
LILLE	PROTEUS AIR SYSTEM SA	S	43	1	9	81	9	0	9	0	0	11	86	6	42	
<b>TOTAL LILLE</b>			<b>43</b>	<b>1</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>5</b>	<b>43</b>	
NICE	KLM UK LTD	S	58	0	2	78	14	9	0	0	0	0	73	9	64	
<b>TOTAL NICE</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>64</b>	
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	18	2	5	78	6	6	11	0	0	11	0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>18</b>	<b>4</b>	<b>5</b>	<b>78</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PARIS (ORLY)	KLM UK LTD	S	213	0	3	68	13	14	6	0	0	17	72	12	236	
<b>TOTAL PARIS (ORLY)</b>			<b>213</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>13</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>12</b>	<b>236</b>	
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	9	0	3	67	22	0	11	0	0	14	67	-3	9	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>9</b>	<b>1</b>	<b>3</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>-3</b>	<b>9</b>	
<b>TOTAL FRANCE</b>			<b>373</b>	<b>6</b>	<b>28</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	<b>396</b>	
<b>GERMANY</b>																
DUSSELDORF	KLM UK LTD	S	149	2	3	84	7	3	5	0	0	7	80	7	144	
<b>TOTAL DUSSELDORF</b>			<b>149</b>	<b>2</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>7</b>	<b>144</b>	
FRANKFURT MAIN	KLM UK LTD	S	106	0	0	87	11	1	1	0	0	4	82	7	103	
<b>TOTAL FRANKFURT MAIN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>7</b>	<b>103</b>	
HAMBURG	KLM UK LTD	S	105	0	1	76	11	7	6	0	0	9	0	0	0	
<b>TOTAL HAMBURG</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>41</b>	<b>100</b>	
MUNICH	KLM UK LTD	S	103	1	2	89	6	4	1	0	0	3	82	8	101	
<b>TOTAL MUNICH</b>			<b>103</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>9</b>	<b>107</b>	
<b>TOTAL GERMANY</b>			<b>463</b>	<b>4</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>514</b>	
<b>GREECE</b>																
CORFU	BRITANNIA AIRWAYS	C	7	0	1	100	0	0	0	0	0	-17	100	-14	7	
	LEISURE INTERNATIONAL	C	3	0	1	100	0	0	0	0	0	-27	75	-9	4	
<b>TOTAL CORFU</b>			<b>10</b>	<b>2</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-20</b>	<b>89</b>	<b>-13</b>	<b>18</b>	
HERAKLION	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	-13	86	0	7	
	MY TRAVEL AIRWAYS UK	C	7	1	0	100	0	0	0	0	0	-10	0	0	0	
<b>TOTAL HERAKLION</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>61</b>	<b>18</b>	<b>28</b>	
RHODES	BRITANNIA AIRWAYS	C	7	1	1	86	0	14	0	0	0	1	88	-2	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	0	25	0	53	0	0	0	
<b>TOTAL RHODES</b>			<b>15</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>3</b>	<b>23</b>	
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	0	0	29	0	49	0	0	0	
<b>TOTAL ZAKINTHOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>49</b>	<b>86</b>	<b>2</b>	<b>7</b>	
<b>TOTAL GREECE</b>			<b>47</b>	<b>4</b>	<b>3</b>	<b>85</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>6</b>	<b>87</b>	



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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	RYANAIR	S	85	2	0	82	5	6	7	0	0	8	84	19	63
<b>TOTAL CONNAUGHT</b>			<b>85</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>19</b>	<b>63</b>
CORK	RYANAIR	S	150	6	0	83	10	6	1	0	0	4	84	11	73
<b>TOTAL CORK</b>			<b>150</b>	<b>6</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>11</b>	<b>73</b>
DUBLIN	RYANAIR	S	696	27	13	86	5	5	4	0	0	7	76	17	518
<b>TOTAL DUBLIN</b>			<b>696</b>	<b>27</b>	<b>13</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>17</b>	<b>518</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	94	2	3	2	0	0	-1	77	9	60
<b>TOTAL WATERFORD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>77</b>	<b>9</b>	<b>60</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>993</b>	<b>35</b>	<b>13</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>16</b>	<b>714</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	C	2	0	3	100	0	0	0	0	0	-3	0	0	0
	EL AL	S	8	0	0	50	13	13	13	13	0	56	0	0	0
<b>TOTAL TEL AVIV</b>			<b>10</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISRAEL</b>			<b>10</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>															
BOLOGNA	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	3	0	0	0
<b>TOTAL BOLOGNA</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
FLORENCE	KLM UK LTD	S	65	2	2	65	17	6	11	2	0	16	78	22	63
<b>TOTAL FLORENCE</b>			<b>65</b>	<b>2</b>	<b>2</b>	<b>65</b>	<b>17</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>22</b>	<b>63</b>
MILAN (LINATE)	KLM UK LTD	S	111	0	3	29	26	18	24	3	0	44	72	16	58
<b>TOTAL MILAN (LINATE)</b>			<b>111</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>26</b>	<b>18</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>44</b>	<b>71</b>	<b>16</b>	<b>59</b>
MILAN (MALPENSA)	BRITISH WORLD AIRLINES LTD	C	2	0	1	0	0	0	100	0	0	95	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>180</b>	<b>3</b>	<b>6</b>	<b>42</b>	<b>22</b>	<b>14</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>75</b>	<b>19</b>	<b>123</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	54	1	0	80	17	2	0	2	0	11	92	3	52
<b>TOTAL LUXEMBOURG</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>3</b>	<b>52</b>
<b>TOTAL LUXEMBOURG</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>3</b>	<b>52</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	75	0	25	0	0	0	5	80	9	10
	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	-1	86	16	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	5	0	0	0
<b>TOTAL MALTA</b>			<b>25</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>3</b>	<b>88</b>	<b>9</b>	<b>25</b>
<b>TOTAL MALTA</b>			<b>25</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>3</b>	<b>88</b>	<b>9</b>	<b>25</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	231	2	1	79	9	9	3	0	0	7	76	14	230

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Reporting Airport: STANSTED (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)										
<b>TOTAL AMSTERDAM</b>			<b>231</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>14</b>	<b>230</b>
MAASTRICHT	KLM EXEL	S	141	1	9	89	4	4	3	0	0	8	83	14	144
<b>TOTAL MAASTRICHT</b>			<b>141</b>	<b>1</b>	<b>9</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>14</b>	<b>144</b>
<b>TOTAL NETHERLANDS</b>			<b>372</b>	<b>4</b>	<b>10</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>14</b>	<b>424</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	ALL LEISURE AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	8	0	1	88	13	0	0	0	0	2	67	37	9
	BRITISH WORLD AIRLINES LTD	C	14	0	2	50	0	29	21	0	0	48	25	44	8
	EUROPEAN AIR CHARTER	C	3	0	1	100	0	0	0	0	0	-5	0	0	0
	LEISURE INTERNATIONAL	C	26	0	0	69	19	8	4	0	0	15	63	15	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	0	0	100	0	0	106	0	0	0
<b>TOTAL FARO</b>			<b>63</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>11</b>	<b>10</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>58</b>	<b>19</b>	<b>64</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>63</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>11</b>	<b>10</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>58</b>	<b>19</b>	<b>64</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	8	0	0	100	0	0	0	0	0	-2	71	13	24
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>71</b>	<b>13</b>	<b>24</b>
<b>TOTAL RUMANIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>71</b>	<b>13</b>	<b>24</b>
<b>RUSSIA</b>															
ST PETERSBURG	AEROFLOT	S	18	0	0	83	17	0	0	0	0	7	83	-4	18
<b>TOTAL ST PETERSBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>-4</b>	<b>18</b>
<b>TOTAL RUSSIA</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>-4</b>	<b>18</b>
<b>SPAIN</b>															
ALICANTE	BRITISH WORLD AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	-5	44	18	9
	KLM UK LTD	C	8	0	2	63	25	0	13	0	0	16	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	5	8	66	12
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>24</b>	<b>45</b>	<b>21</b>
ALMERIA	AB AIRLINES	C	2	0	0	50	0	0	50	0	0	35	0	0	0
<b>TOTAL ALMERIA</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>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
ASTURIAS	AVIACO	S	28	0	0	89	7	4	0	0	0	-4	77	9	26
<b>TOTAL ASTURIAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>77</b>	<b>9</b>	<b>26</b>
IBIZA	BRITANNIA AIRWAYS	C	14	0	0	64	14	14	7	0	0	21	75	31	16
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	0	29	0	0	29	0	0	0
<b>TOTAL IBIZA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>22</b>	<b>31</b>
JEREZ	AVIACO	S	24	0	0	100	0	0	0	0	0	-2	58	19	26
<b>TOTAL JEREZ</b>			<b>24</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>58</b>	<b>19</b>	<b>26</b>
MADRID	KLM UK LTD	S	62	0	0	71	6	11	11	0	0	14	0	0	0
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
MAHON	BRITANNIA AIRWAYS	C	15	0	1	100	0	0	0	0	0	-5	56	41	18
	FIRST CHOICE AIRWAYS LTD	C	9	0	1	100	0	0	0	0	0	-8	89	3	9

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				Actual (7)	Plan (8)										
MAHON	LEISURE INTERNATIONAL	C	7	0	0	71	29	0	0	0	0	10	83	15	12
	MY TRAVEL AIRWAYS UK	C	14	0	0	71	14	0	14	0	0	16	0	0	0
<b>TOTAL MAHON</b>			<b>45</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>17</b>	<b>53</b>	
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	5	80	13	10	
	BRITISH WORLD AIRLINES LTD	C	6	0	2	50	0	33	17	0	43	0	0	0	
	LEISURE INTERNATIONAL	C	12	0	0	17	25	58	0	0	28	50	45	6	
<b>TOTAL MALAGA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>15</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>52</b>	<b>26</b>	
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	40	0	2	83	10	5	3	0	2	55	30	33	
	BRITISH WORLD AIRLINES LTD	C	14	0	2	71	29	0	0	0	7	48	27	27	
	FIRST CHOICE AIRWAYS LTD	C	3	0	1	33	67	0	0	0	14	75	0	4	
	FUTURA AIRLINES	C	6	0	2	33	0	0	50	17	0	91	0	0	
	LEISURE INTERNATIONAL	C	14	0	0	57	36	7	0	0	12	31	51	13	
	MY TRAVEL AIRWAYS UK	C	26	0	0	8	19	35	38	0	0	57	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>103</b>	<b>0</b>	<b>7</b>	<b>54</b>	<b>19</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>23</b>	<b>55</b>	<b>24</b>	<b>105</b>	
REUS	MY TRAVEL AIRWAYS UK	C	9	0	0	11	22	33	33	0	43	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>43</b>	<b>100</b>	<b>-14</b>	<b>9</b>	
ZARAGOZA	AVIACO	S	4	0	0	100	0	0	0	0	-2	0	0	0	
<b>TOTAL ZARAGOZA</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>-2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>343</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>23</b>	<b>297</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	LEISURE INTERNATIONAL	C	8	0	0	63	25	13	0	0	13	25	27	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	25	0	46	0	0	0	
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>23</b>	<b>16</b>	
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	-2	100	6	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	25	38	0	48	0	0	0	
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>6</b>	<b>18</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	-6	50	16	8	
	MY TRAVEL AIRWAYS UK	C	7	1	0	14	0	29	57	0	71	0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>12</b>	<b>24</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>42</b>	<b>24</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	3	100	3	8	
	LEISURE INTERNATIONAL	C	8	0	0	50	50	0	0	0	14	78	26	9	
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	38	13	50	0	65	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>14</b>	<b>26</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>22</b>	<b>84</b>	
<b>SWEDEN</b>															
GOTEBORG	BRITANNIA AB	C	7	0	1	86	14	0	0	0	-2	0	0	0	
<b>TOTAL GOTEBORG</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (ARLANDA)	BRITANNIA AB	C	35	0	0	77	11	11	0	0	7	0	0	0	
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	17	22	22	28	11	65	29	31	28	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>27</b>	<b>29</b>	<b>31</b>	<b>28</b>	
<b>TOTAL SWEDEN</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>24</b>	<b>29</b>	<b>31</b>	<b>28</b>	

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				Actual (7)	Plan (8)										
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL BASLE MULHOUSE			<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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	KLM UK LTD	S	104	0	2	69	15	13	3	0	0	7	0	0	0
TOTAL ZURICH			<b>104</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL SWITZERLAND			<b>106</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>-2</b>	<b>62</b>
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	10	0	0	10	20	30	40	0	0	67	0	0	0
TOTAL MONASTIR			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>100</b>	<b>-10</b>	<b>10</b>
TOTAL TUNISIA			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>100</b>	<b>-10</b>	<b>10</b>
<b>TURKEY</b>															
ANTALYA	THY TURK HAVA YOLLARI TURKIS	S	10	0	0	50	30	10	10	0	0	9	100	-7	8
TOTAL ANTALYA			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>-7</b>	<b>8</b>
DALAMAN	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-3	100	3	8
TOTAL DALAMAN			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>100</b>	<b>3</b>	<b>8</b>
ISTANBUL	AKDENIZ AIRLINES	C	17	0	0	18	12	6	47	12	6	122	0	0	0
	ISTANBUL HAVA YOLLARI	C	10	0	0	10	20	30	40	0	0	49	0	44	7
TOTAL ISTANBUL			<b>27</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>44</b>	<b>7</b>	<b>4</b>	<b>95</b>	<b>40</b>	<b>26</b>	<b>15</b>
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	8	0	0	88	0	13	0	0	0	-6	44	14	18
TOTAL IZMIR (ADNAM MENDERES)			<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>-6</b>	<b>60</b>	<b>7</b>	<b>30</b>
TOTAL TURKEY			<b>53</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>13</b>	<b>11</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>49</b>	<b>66</b>	<b>9</b>	<b>61</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	KLM UK LTD	S	144	1	2	85	3	10	1	0	0	4	93	1	102
TOTAL ABERDEEN			<b>144</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>1</b>	<b>104</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	222	2	0	94	4	2	0	0	0	0	82	14	94
TOTAL BELFAST CITY			<b>222</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>154</b>
BELFAST INTERNATIONAL	AB AIRLINES	S	199	0	210	71	6	11	10	2	0	21	0	0	0
TOTAL BELFAST INTERNATIONAL			<b>199</b>	<b>0</b>	<b>210</b>	<b>71</b>	<b>6</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>-5</b>	<b>2</b>
EDINBURGH	KLM UK LTD	S	234	1	8	85	6	4	6	0	0	3	87	3	187
TOTAL EDINBURGH			<b>234</b>	<b>1</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>3</b>	<b>187</b>
GLASGOW	KLM UK LTD	S	164	4	0	86	7	4	2	0	0	4	92	2	142
TOTAL GLASGOW			<b>164</b>	<b>5</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>2</b>	<b>142</b>
GUERNSEY	KLM UK LTD	S	33	2	19	67	9	18	6	0	0	12	64	15	42
TOTAL GUERNSEY			<b>33</b>	<b>2</b>	<b>19</b>	<b>67</b>	<b>9</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>15</b>	<b>42</b>
JERSEY	KLM UK LTD	S	56	2	16	82	9	4	4	2	0	12	83	11	64
	LEISURE INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	6	0	0	0
TOTAL JERSEY			<b>58</b>	<b>2</b>	<b>24</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>10</b>	<b>68</b>
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	130	0	4	94	4	1	2	0	0	-1	90	3	124

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1995

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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			131	5	9	94	4	1	2	0	0	-1	90	3	124
NEWCASTLE	KLM UK LTD	S	129	0	4	84	10	3	3	0	0	5	90	4	122
TOTAL NEWCASTLE			129	0	4	84	10	3	3	0	0	5	90	4	122
TOTAL UNITED KINGDOM			1314	20	276	85	6	5	4	0	0	6	86	8	1121
USA															
NEW YORK (NEWARK)	EL AL	S	8	0	1	63	13	0	13	13	0	41	0	0	0
TOTAL NEW YORK (NEWARK)			8	1	1	63	13	0	13	13	0	41	0	0	0
TOTAL USA			8	1	1	63	13	0	13	13	0	41	33	523	3
TOTAL STANSTED			4975	87	380	78	9	7	6	0	0	11	77	14	4489

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
AARHUS (TIRSTRUP)																		
	HEATHROW	SAS	S	A	31	0	0	87	3	10	0	0	0	8	87	3	31	
	HEATHROW	SAS	S	D	31	0	0	71	26	3	0	0	0	7	94	1	31	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>2</b>	<b>2</b>	
ABERDEEN																		
	GLASGOW	BMI REGIONAL	S	A	2	0	0	0	50	50	0	0	0	43	0	0	0	
	MANCHESTER	BMI REGIONAL	S	A	41	0	3	46	41	12	0	0	0	18	53	25	45	
	MANCHESTER	BMI REGIONAL	S	D	43	0	2	77	19	5	0	0	0	6	79	6	42	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	83	0	0	75	14	7	4	0	0	11	87	3	103	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	84	0	0	87	7	2	4	0	0	6	92	1	104	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	8	0	0	88	0	0	13	0	0	15	83	7	30	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	8	0	0	88	0	0	13	0	0	10	97	-2	30	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	27	0	0	93	7	0	0	0	0	5	77	9	26	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	27	0	0	89	7	0	4	0	0	11	96	6	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	195	1	0	81	9	5	5	1	0	10	89	4	192	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	194	1	1	91	4	3	2	0	0	2	90	4	192	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	44	1	0	84	14	0	2	0	0	8	88	4	43	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	71	1	0	92	3	3	3	0	0	-1	96	-3	48	
	STANSTED	KLM UK LTD	S	A	70	0	1	86	3	10	1	0	0	2	94	-2	51	
	STANSTED	KLM UK LTD	S	D	74	1	1	85	3	11	1	0	0	5	92	4	51	
	GLASGOW	LOGANAIR	S	A	66	0	0	89	9	2	0	0	0	3	81	11	62	
	GLASGOW	LOGANAIR	S	D	66	0	0	92	5	2	2	0	0	4	84	8	63	
<b>TOTAL ABERDEEN</b>					<b>1103</b>	<b>8</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>5</b>	
ABIDJAN																		
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	-5	97	-7	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	32	6	0	0	0	11	84	7	31	
	GATWICK	EMIRATES	S	A	17	0	0	76	24	0	0	0	0	1	75	6	8	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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																		
	GATWICK	EMIRATES	S	D	17	0	0	47	35	12	6	0	0	24	71	31	7	
	HEATHROW	EMIRATES	S	A	6	0	0	50	33	17	0	0	5	78	2	9		
	HEATHROW	EMIRATES	S	D	7	0	0	86	0	0	14	0	28	50	16	8		
	HEATHROW	GULF AIR	S	A	17	0	0	65	24	0	12	0	10	52	10	27		
	HEATHROW	GULF AIR	S	D	24	0	0	58	29	8	4	0	15	88	3	33		
	MANCHESTER	GULF AIR	S	A	9	0	0	89	11	0	0	0	-10	88	-9	8		
	MANCHESTER	GULF AIR	S	D	9	0	0	89	11	0	0	0	7	78	18	9		
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>5</b>	<b>5</b>		
ACCRA																		
	HEATHROW	GHANA AIRWAYS	S	A	13	0	0	31	31	15	8	8	76	15	47	13		
	HEATHROW	GHANA AIRWAYS	S	D	13	0	0	0	15	31	54	0	74	0	75	13		
<b>TOTAL ACCRA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>23</b>	<b>31</b>	<b>4</b>	<b>4</b>	<b>75</b>	<b>8</b>	<b>61</b>	<b>61</b>	
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	19	0	0	26	5	37	32	0	41	32	40	19		
	HEATHROW	ETHIOPIAN AIRLINES	S	D	19	0	0	5	16	37	42	0	50	42	33	19		
<b>TOTAL ADDIS ABABA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>37</b>	<b>37</b>	<b>0</b>	<b>46</b>	<b>37</b>	<b>36</b>	<b>36</b>		
ADELAIDE																		
ADEN																		
	HEATHROW	ALYEMDA	S	A	5	0	0	60	20	0	20	0	9	0	0	0		
	HEATHROW	ALYEMDA	S	D	5	0	0	60	20	20	0	0	22	0	0	0		
<b>TOTAL ADEN</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>		
AGADIR																		
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	15	0	0	0		
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	10	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	80	0	0	20	82	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	11	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	1	100	0	0	0	0	5	0	0	0		
	GATWICK	ROYAL AIR MAROC	C	A	8	0	0	100	0	0	0	0	-10	0	16	3		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)												
AGADIR																		
	GATWICK	ROYAL AIR MAROC	C	D	8	0	0	88	0	0	13	0	0	10	33	33	3	
	MANCHESTER	ROYAL AIR MAROC	C	A	8	0	0	88	13	0	0	0	0	-5	80	4	5	
	MANCHESTER	ROYAL AIR MAROC	C	D	8	0	0	75	13	0	13	0	0	14	0	54	5	
<b>TOTAL AGADIR</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>27</b>	<b>36</b>	<b>36</b>	
AJACCIO																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	0	50	50	0	0	0	39	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	1	100	0	0	0	0	0	6	0	0	0	
	GATWICK	GB AIRWAYS LTD	C	D	2	0	0	50	0	0	0	50	0	100	100	-6	2	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	100	0	0	0	0	25	100	7	1	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	13	100	-1	1	
<b>TOTAL AJACCIO</b>					<b>14</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>29</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>34</b>	<b>80</b>	<b>13</b>	<b>13</b>	
ALGHERO/SASSARI																		
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	14	0	0	21	14	21	36	7	0	62	23	38	13	
	HEATHROW	AIR ALGERIE	S	D	14	0	0	7	29	21	43	0	0	59	0	145	13	
<b>TOTAL ALGIERS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>21</b>	<b>21</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>91</b>	<b>91</b>	
ALICANTE																		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	7	0	3	29	14	43	14	0	0	26	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	6	0	1	83	0	0	17	0	0	10	0	0	0	
	GATWICK	AIR OPERATIONS EUROPE	C	A	4	1	0	50	50	0	0	0	0	13	0	0	0	
	GATWICK	AIR OPERATIONS EUROPE	C	D	3	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	4	0	0	0	25	0	50	25	0	90	0	114	5	
	MANCHESTER	AIR OPERATIONS EUROPE	C	D	6	0	0	33	0	17	50	0	0	76	0	67	5	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	8	2	0	50	13	0	38	0	0	35	0	0	0	
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	10	0	0	70	10	20	0	0	0	7	0	0	0	
	MANCHESTER	BRITANNIA AB	C	A	5	1	0	60	0	20	20	0	0	46	0	0	0	
	MANCHESTER	BRITANNIA AB	C	D	6	0	0	83	0	0	0	17	0	42	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	7	20	64	5	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	10	20	54	5
	GATWICK	BRITANNIA AIRWAYS	C	A	14	0	0	57	29	7	7	0	0	16	38	48	13
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	69	15	8	8	0	0	15	31	49	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	38	13	13	38	0	0	38	11	103	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	7	0	1	14	14	71	0	0	0	32	13	84	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	1	75	25	0	0	0	0	8	75	6	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	1	75	25	0	0	0	0	6	75	14	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	26	0	0	81	4	12	4	0	0	9	29	46	21
	MANCHESTER	BRITANNIA AIRWAYS	C	D	25	0	1	84	8	4	4	0	0	11	27	45	22
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	-5	50	20	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-6	40	17	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	0	50	0	25	173	100	2	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	0	50	0	25	169	50	8	2
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	40	31	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	20	54	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	77	23	0	0	0	0	2	84	6	19
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	79	7	7	7	0	0	11	74	13	19
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	20	39	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	10	20	22	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	0	50	0	0	46	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	20	0	0	70	15	10	5	0	0	14	85	2	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	19	0	1	74	5	16	5	0	0	14	92	-2	13
	STANSTED	KLM UK LTD	C	A	4	0	1	75	0	0	25	0	0	21	0	0	0
	STANSTED	KLM UK LTD	C	D	4	0	1	50	50	0	0	0	0	12	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	5	0	0	0	20	40	40	0	0	63	67	19	6
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	5	0	0	0	20	40	40	0	0	55	50	28	6
	GATWICK	LEISURE INTERNATIONAL	C	A	16	0	0	44	31	13	6	6	0	37	39	41	23
	GATWICK	LEISURE INTERNATIONAL	C	D	15	1	1	60	20	7	13	0	0	26	38	49	24
	MANCHESTER	LEISURE INTERNATIONAL	C	A	13	0	0	38	8	23	15	8	8	84	100	-11	5

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						OCT 1994				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		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	MANCHESTER	LEISURE INTERNATIONAL	C	D	14	0	0	43	14	14	14	7	7	76	75	13	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	1	33	33	33	0	0	0	24	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	43	0	0	63	12	7	12	5	2	47	44	33	32	
	GATWICK	MONARCH AIRLINES	C	D	42	0	0	67	7	7	17	2	0	29	53	36	32	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	13	25	20	4	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	33	25	21	4	
	LUTON	MONARCH AIRLINES	S	A	18	0	0	72	11	0	17	0	0	20	44	26	18	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	74	44	23	9	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	14	56	13	9	
	LUTON	MONARCH AIRLINES	S	D	18	0	0	89	6	0	6	0	0	7	56	26	18	
	MANCHESTER	MONARCH AIRLINES	C	A	16	0	0	56	6	31	6	0	0	23	42	28	19	
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	73	20	0	7	0	0	11	50	18	18	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	1	50	38	13	0	0	0	18	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	-2	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	25	25	0	130	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	1	0	33	0	0	67	0	0	63	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	35	12	18	35	0	0	47	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	0	42	21	11	26	0	0	41	0	0	0	
	MANCHESTER	OASIS INTERNATIONAL	C	A	4	0	0	0	50	25	25	0	0	38	0	0	0	
	MANCHESTER	OASIS INTERNATIONAL	C	D	4	0	0	0	0	75	25	0	0	45	0	0	0	
	BIRMINGHAM	SPANAIR	C	A	5	0	0	60	0	20	20	0	0	24	50	75	4	
	BIRMINGHAM	SPANAIR	C	D	5	0	0	80	0	20	0	0	0	14	75	30	4	
	GATWICK	TRANSAER	C	A	5	0	2	20	0	60	20	0	0	59	0	81	2	
	GATWICK	TRANSAER	C	D	4	0	0	50	25	0	25	0	0	29	0	103	2	
	GATWICK	VIVA	C	A	5	0	2	80	20	0	0	0	0	1	0	0	0	
	GATWICK	VIVA	C	D	4	0	3	100	0	0	0	0	0	-7	0	0	0	
	HEATHROW	VIVA	S	A	31	0	0	77	13	3	6	0	0	14	94	0	31	
	HEATHROW	VIVA	S	D	31	0	0	81	6	3	6	3	0	14	94	-1	31	
<b>TOTAL ALICANTE</b>					<b>693</b>	<b>12</b>	<b>24</b>	<b>61</b>	<b>13</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>50</b>	<b>33</b>	<b>33</b>	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)
ALICE SPRINGS																		
ALMA ATA																		
ALMERIA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	0	0	11	41	67	13	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	0	67	15	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	8	33	28	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	1	67	21	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-5	25	35	4	
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	2	67	37	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	89	0	11	0	0	0	-4	23	35	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	15	0	1	87	13	0	0	0	0	6	50	25	12	
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	46	50	14	4	
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	29	100	-1	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	0	23	25	56	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	11	75	44	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	16	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-6	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	50	0	0	0	30	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	0	25	75	0	0	0	34	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	4	0	0	100	0	0	0	0	0	4	33	74	3	
	BIRMINGHAM	SPANAIR	C	D	4	0	0	75	0	0	0	0	25	133	100	6	2	
<b>TOTAL ALMERIA</b>					<b>125</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>53</b>	<b>25</b>	<b>25</b>	
AMMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	72	17	11	0	0	0	-1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	64	21	7	7	0	0	17	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	1	100	0	0	0	0	0	-22	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	10	0	0	90	10	0	0	0	0	-6	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
AMMAN	HEATHROW	ROYAL JORDANIAN	S	A	26	0	0	77	12	8	4	0	0	6	74	43	31	
	HEATHROW	ROYAL JORDANIAN	S	D	26	0	0	50	19	23	8	0	0	22	46	32	26	
<b>TOTAL AMMAN</b>					<b>102</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>41</b>	<b>41</b>	
AMSTERDAM	HEATHROW	BMI BRITISH MIDLAND	S	A	239	1	0	77	9	8	6	0	0	10	79	7	238	
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	1	81	7	7	5	0	0	7	87	2	238	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	208	0	0	66	20	7	7	0	0	16	76	12	202	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	208	0	0	81	9	6	3	0	0	6	86	5	202	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	102	0	0	76	12	6	6	0	0	10	90	5	79	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	102	0	0	78	11	8	3	0	0	8	95	1	79	
	GATWICK	CITY FLYER EXPRESS	S	A	8	0	1	63	25	13	0	0	0	11	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	D	9	0	0	78	11	11	0	0	0	7	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	105	0	1	79	9	7	6	0	0	9	86	8	102	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	106	0	0	85	5	8	2	0	0	8	84	9	103	
	BIRMINGHAM	KLM	S	A	120	0	0	80	8	5	7	1	0	13	79	8	120	
	BIRMINGHAM	KLM	S	D	120	0	0	73	12	8	7	1	0	17	80	12	119	
	HEATHROW	KLM	S	A	245	3	3	72	15	11	2	0	0	10	79	9	245	
	HEATHROW	KLM	S	D	244	3	4	76	13	8	3	0	0	9	84	6	243	
	GLASGOW	KLM UK LTD	S	A	82	1	4	71	11	10	9	0	0	14	81	7	77	
	GLASGOW	KLM UK LTD	S	D	86	0	0	51	19	16	14	0	0	26	82	6	78	
	MANCHESTER	KLM UK LTD	S	A	119	1	1	82	5	10	3	0	0	6	64	11	36	
	MANCHESTER	KLM UK LTD	S	D	120	0	0	73	15	9	3	0	0	9	67	10	36	
	STANSTED	KLM UK LTD	S	A	115	1	1	77	11	7	4	0	0	6	71	17	115	
	STANSTED	KLM UK LTD	S	D	116	1	0	81	6	10	3	0	0	7	80	10	115	
	LUTON	SCOT AIRWAYS	S	A	87	3	10	63	15	9	11	1	0	23	0	0	0	
	LUTON	SCOT AIRWAYS	S	D	86	4	11	73	1	14	12	0	0	16	0	0	0	
	MANCHESTER	SCOT AIRWAYS	S	A	38	0	20	21	63	8	8	0	0	25	41	26	41	
	MANCHESTER	SCOT AIRWAYS	S	D	38	0	10	100	0	0	0	0	0	-3	95	-5	41	
	GATWICK	TRANSAVIA	S	A	115	0	1	66	23	4	4	2	0	18	56	19	140	
	GATWICK	TRANSAVIA	S	D	115	0	1	77	11	6	3	2	0	16	76	15	139	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
AMSTERDAM	HEATHROW	UNITED AIRLINES	S	A	30	1	1	27	17	30	27	0	0	37	36	33	28
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	87	6	6	0	0	0	2	76	9	29
<b>TOTAL AMSTERDAM</b>					<b>3232</b>	<b>23</b>	<b>70</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>9</b>
ANCONA																	
ANTALYA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	100	5	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	3	100	3	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	44	75	10	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	41	75	7	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	68	0	22	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	1	50	25	0	0	25	0	75	50	20	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	-2	100	-19	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	8	100	-5	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	24	75	-9	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	75	0	0	25	0	0	24	100	1	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	30	100	2	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	75	0	25	0	0	0	4	100	-8	3
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	4	1	1	0	0	25	75	0	0	101	0	0	0
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	5	0	1	40	40	0	0	0	20	172	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	0	73	80	-6	10
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	0	17	17	0	0	20	75	11	8
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	20	40	20	0	0	39	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	14	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	36	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	33	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	60	20	0	0	49	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	1	75	25	0	0	0	0	0	0	0	0
	GATWICK	PEGASUS AIRLINES	C	A	2	0	0	50	0	50	0	0	0	12	0	0	0
	GATWICK	PEGASUS AIRLINES	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)												
ANTALYA																		
	GATWICK	SUNWAYS	C	A	4	0	0	75	0	0	25	0	0	3	0	0	0	
	GATWICK	SUNWAYS	C	D	4	0	0	75	0	0	25	0	0	8	0	0	0	
	MANCHESTER	SUNWAYS	C	A	4	0	0	75	0	0	25	0	0	30	0	0	0	
	MANCHESTER	SUNWAYS	C	D	3	0	1	67	0	0	0	33	0	53	0	0	0	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	5	0	0	80	20	0	0	0	0	-13	100	-20	4	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	5	0	0	20	40	20	20	0	0	31	100	5	4	
<b>TOTAL ANTALYA</b>					<b>133</b>	<b>1</b>	<b>8</b>	<b>59</b>	<b>9</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>66</b>	<b>11</b>	<b>11</b>	
ANTIGUA																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	13	0	0	0	
<b>TOTAL ANTIGUA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>46</b>	<b>35</b>	<b>35</b>	
ANTWERP																		
	GATWICK	CITY FLYER EXPRESS	S	A	85	1	4	68	19	9	2	1	0	17	60	27	87	
	GATWICK	CITY FLYER EXPRESS	S	D	86	0	3	81	5	9	5	0	0	11	66	22	86	
	HEATHROW	SABENA	S	A	46	0	3	80	15	2	2	0	0	11	74	12	47	
	HEATHROW	SABENA	S	D	46	0	3	78	15	0	4	2	0	11	89	4	47	
<b>TOTAL ANTWERP</b>					<b>263</b>	<b>3</b>	<b>13</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>18</b>	<b>18</b>	
AQABA																		
ARRECIFE																		
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	1	67	33	0	0	0	0	14	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	0	100	0	0	0	0	0	10	0	0	0	
	GATWICK	AIR OPERATIONS EUROPE	C	A	5	0	0	80	0	20	0	0	0	9	0	0	0	
	GATWICK	AIR OPERATIONS EUROPE	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	2	0	0	100	0	0	0	0	0	-34	0	0	0	
	MANCHESTER	AIR OPERATIONS EUROPE	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0	
	GATWICK	BRITANNIA AB	C	A	2	0	0	50	0	50	0	0	0	30	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	8	100	-5	5	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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)											
ARRECIFE																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	-2	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	22	22	0	0	39	56	15	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	11	0	0	18	89	10	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	11	100	8	3
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	16	60	33	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	22	0	0	0	8	33	33	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	22	0	0	0	9	44	24	9
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	51	0	27	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	42	25	26	4
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	17	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	-4	63	-3	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	32	50	32	8
	BIRMINGHAM	CENTENNIAL AIRLINES	C	A	4	0	0	0	25	50	25	0	0	46	0	0	0
	BIRMINGHAM	CENTENNIAL AIRLINES	C	D	4	0	0	0	25	25	50	0	0	66	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	3	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	50	18	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	50	13	25	0	13	0	57	58	12	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	0	0	13	13	0	50	92	8	12
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-12	100	-9	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	31	75	1	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	3	0	1	100	0	0	0	0	0	-72	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	6	50	7	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	15	63	9	8
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	50	50	0	0	0	0	13	25	17	4
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	14	25	36	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	34	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	13	0	1	38	23	31	8	0	0	24	36	28	14

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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	GATWICK	MONARCH AIRLINES	C	D	14	0	0	71	7	7	14	0	0	17	80	13	15
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	5	25	39	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	50	35	4
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	67	8	17	8	0	0	26	13	47	8
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	83	0	8	0	8	0	24	63	19	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	22	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	19	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	0	25	13	0	0	28	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	1	86	0	14	0	0	0	6	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	0	25	110	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	0	25	124	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	38	23	15	0	23	0	66	33	42	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	1	58	8	8	0	25	0	69	22	37	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	0	73	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	19	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	8	0	0	75	25	0	0	0	0	-10	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	8	0	0	50	13	38	0	0	0	16	0	0	0
	GATWICK	TRANSAER	C	A	3	0	0	33	0	33	33	0	0	28	0	0	0
	GATWICK	TRANSAER	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	TRANSAER	C	A	3	0	1	33	0	33	33	0	0	61	0	0	0
	MANCHESTER	TRANSAER	C	D	2	0	2	50	0	0	50	0	0	66	0	0	0
<b>TOTAL ARRECIFE</b>					<b>326</b>	<b>2</b>	<b>8</b>	<b>62</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>49</b>	<b>25</b>	<b>25</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	C	A	4	0	0	0	25	0	75	0	0	88	0	0	0
	BIRMINGHAM	TURKMENISTAN AIRLINES	C	D	4	0	0	0	0	0	100	0	0	104	0	0	0
	HEATHROW	TURKMENISTAN AIRLINES	C	A	4	0	0	0	25	50	0	25	0	112	0	0	0
	HEATHROW	TURKMENISTAN AIRLINES	C	D	4	0	0	0	0	75	0	0	25	137	0	0	0
<b>TOTAL ASHKHABAD</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>31</b>	<b>44</b>	<b>6</b>	<b>6</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>
ASTURIAS																	



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Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	100	0	0	0	0	0	-13	69	11	13
	STANSTED	AVIACO	S	D	14	0	0	79	14	7	0	0	0	5	85	8	13
<b>TOTAL ASTURIAS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>77</b>	<b>9</b>	<b>9</b>
ASWAN	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	1	50	0	25	25	0	0	31	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	33	0	33	0	0	42	0	0	0
<b>TOTAL ASWAN</b>					<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>14</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
ATHENS	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	12	0	1	25	17	50	8	0	0	29	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	13	0	0	85	8	0	8	0	0	10	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	0	50	50	0	0	0	30	0	113	1
	MANCHESTER	AIR TRANSAT	C	A	3	0	0	100	0	0	0	0	0	-6	0	0	0
	MANCHESTER	AIR TRANSAT	C	D	3	0	0	100	0	0	0	0	0	-25	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	2	0	0	50	0	0	50	0	0	30	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	48	60	34	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-2	80	15	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	40	40	0	0	40	0	51	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	1	75	25	0	0	0	0	7	40	17	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	35	19	23	23	0	0	36	32	36	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	68	16	6	10	0	0	16	42	21	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	52	21	21	6	0	0	18	52	44	64
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	75	11	8	5	0	0	8	83	9	64
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	1	67	0	0	33	0	0	44	20	104	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	1	67	0	0	33	0	0	56	33	68	3
	GATWICK	EXCALIBUR AIRWAYS	C	A	5	0	0	40	0	0	60	0	0	53	0	108	1
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)											
ATHENS																		
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	5	0	0	60	0	0	40	0	0	35	0	190	1	
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-4	0	184	1	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	0	0	80	20	0	0	56	0	111	8	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	25	0	0	17	50	43	6		
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	61	6	28	0	6	21	17	52	24		
	GATWICK	MONARCH AIRLINES	C	D	18	0	1	56	22	6	11	6	28	36	40	22		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-18	0	63	6	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	40	26	5		
	HEATHROW	OLYMPIC AIRWAYS	S	A	87	0	0	57	14	20	9	0	21	45	23	89		
	HEATHROW	OLYMPIC AIRWAYS	S	D	86	0	1	65	12	17	6	0	14	75	7	88		
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	6	0	0	50	33	0	0	17	36	0	0	0		
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	5	0	0	40	40	0	0	20	56	0	0	0		
	GATWICK	TRANSAER	C	A	2	0	0	0	0	50	50	0	93	0	0	0		
	GATWICK	TRANSAER	C	D	2	0	0	100	0	0	0	0	4	100	4	1		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	0	0	96	0	4	0	0	-8	0	0	0		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	0	75	17	8	0	0	9	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	61	23	13	3	0	12	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	87	10	3	0	0	-4	0	0	0		
<b>TOTAL ATHENS</b>					<b>619</b>	<b>1</b>	<b>9</b>	<b>63</b>	<b>14</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>29</b>	<b>29</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	6	3	0	-12	97	-10	29		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	0	6	0	8	77	7	30		
	GATWICK	DELTA AIRLINES	S	A	62	0	0	69	16	5	8	2	7	64	16	61		
	GATWICK	DELTA AIRLINES	S	D	62	0	0	94	5	2	0	0	5	74	10	62		
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	74	19	3	3	0	-3	87	-7	30		
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	94	6	0	0	0	1	90	2	30		
<b>TOTAL ATLANTA</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>6</b>	<b>6</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	18	0	0	89	0	11	0	0	-2	0	0	0		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	D	18	0	0	56	33	11	0	0	0	18	0	0	0
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>63</b>	<b>63</b>
AUGSBURG/MUELHAUSEN	BIRMINGHAM	AUGSBURG AIRWAYS GMBH	S	A	17	0	1	100	0	0	0	0	1	0	0	0	0
	BIRMINGHAM	AUGSBURG AIRWAYS GMBH	S	D	17	0	1	94	0	6	0	0	5	0	0	0	0
<b>TOTAL AUGSBURG/MUELHAUSEN</b>					<b>34</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</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 OCTOBER 1995

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	40	1	1	63	10	15	10	3	0	22	60	10	10	
	HEATHROW	GULF AIR	S	D	48	0	1	71	13	15	2	0	0	12	81	58	27	
<b>TOTAL BAHRAIN</b>					<b>88</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>11</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>45</b>	<b>45</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	5	0	0	20	20	0	60	0	0	63	40	24	5	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	5	0	0	0	40	0	60	0	0	63	60	22	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	8	1	0	88	13	0	0	0	0	-10	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	9	0	0	67	22	11	0	0	0	13	0	0	0	
<b>TOTAL BAKU</b>					<b>27</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>4</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>23</b>	<b>23</b>	
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	9	0	0	33	33	11	0	11	11	90	40	126	5	
	GATWICK	GARUDA INDONESIA	S	D	9	0	0	22	33	11	11	22	0	68	0	0	0	
<b>TOTAL BALI INTERNATIONAL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>79</b>	<b>40</b>	<b>126</b>	<b>126</b>	
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	0	6	0	0	-10	77	-4	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	97	0	3	0	0	0	2	84	9	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>81</b>	<b>2</b>	<b>2</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	17	0	0	35	35	12	18	0	0	31	75	-9	8	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	17	0	0	65	18	18	0	0	0	13	67	15	9	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>3</b>	<b>3</b>	
BANGKOK																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	-17	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	31	0	0	45	10	26	19	0	0	30	80	31	30	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	31	0	0	39	23	32	3	3	0	33	43	49	30	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)										
BANGKOK																		
<b>TOTAL BANGKOK</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>24</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>40</b>	<b>40</b>	
BANJUL																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	26	36	32	14	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	-1	60	21	15	
<b>TOTAL BANJUL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>24</b>	<b>24</b>	
BARCELONA																		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	0	50	50	0	0	0	36	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-24	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	27	0	0	85	7	0	7	0	0	-5	93	4	27	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	27	0	0	81	7	4	7	0	0	12	89	3	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	85	6	3	5	0	0	4	83	5	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	78	11	5	5	0	0	12	77	10	93	
	GATWICK	GB AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	56	0	0	0	
	GATWICK	GB AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	IBERIA	S	A	92	1	1	84	8	4	3	1	0	5	94	-1	93	
	HEATHROW	IBERIA	S	D	93	0	0	88	9	1	2	0	0	2	95	-2	93	
	MANCHESTER	IBERIA	S	A	28	0	0	93	0	4	4	0	0	-12	0	0	0	
	MANCHESTER	IBERIA	S	D	28	0	0	64	21	14	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-5	0	0	0	
<b>TOTAL BARCELONA</b>					<b>498</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>3</b>	<b>3</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	23	2	1	91	0	9	0	0	0	4	67	19	24	
	GLASGOW	LOGANAIR	S	D	25	1	0	96	0	4	0	0	0	1	92	2	25	
<b>TOTAL BARRA</b>					<b>48</b>	<b>3</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>10</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	60	31	5	3	0	0	12	71	10	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	78	19	3	0	0	0	7	83	7	52	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					OCT 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
BASLE MULHOUSE																		
	BIRMINGHAM	SWISS AIRLINES	S	A	24	0	0	67	8	21	4	0	0	17	75	8	24	
	BIRMINGHAM	SWISS AIRLINES	S	D	24	0	0	75	17	8	0	0	0	11	54	27	26	
	HEATHROW	SWISS AIRLINES	S	A	62	1	0	73	11	15	2	0	0	12	92	4	62	
	HEATHROW	SWISS AIRLINES	S	D	62	0	0	63	19	11	6	0	0	16	81	1	62	
	MANCHESTER	SWISS AIRLINES	S	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	SWISS AIRLINES	S	D	5	0	0	100	0	0	0	0	0	-1	0	0	0	
<b>TOTAL BASLE MULHOUSE</b>					<b>302</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>8</b>	<b>8</b>	
BASTIA																		
<b>TOTAL BASTIA</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>24</b>	<b>0</b>	<b>143</b>	<b>143</b>	
BEAUVAIS																		
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	0	50	0	0	61	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	11	11	11	0	35	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	11	11	0	0	25	0	0	0	
<b>TOTAL BEAUVAIS</b>					<b>21</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>92</b>	<b>92</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	9	0	0	11	44	0	33	11	0	80	56	52	9	
	HEATHROW	AIR CHINA	S	D	9	0	0	56	0	22	22	0	0	38	56	143	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	33	33	0	33	0	0	35	0	69	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	0	0	78	26	9	
<b>TOTAL BEIJING</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>6</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>47</b>	<b>73</b>	<b>73</b>	
BEIRUT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	-24	67	19	3	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	4	0	0	50	0	50	0	0	0	28	75	15	4	
	HEATHROW	MEA	S	A	18	0	0	78	6	17	0	0	0	5	76	-2	17	
	HEATHROW	MEA	S	D	17	1	1	24	24	47	6	0	0	29	24	28	17	
<b>TOTAL BEIRUT</b>					<b>43</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>12</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>13</b>	<b>13</b>	
BELFAST CITY																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	80	0	0	95	3	1	1	0	0	1	87	6	95
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	80	0	0	95	3	1	1	0	0	2	86	10	96
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	28	3	3	93	7	0	0	0	0	2	85	8	65
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	28	3	3	93	7	0	0	0	0	-1	91	5	66
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	141	0	0	87	6	3	4	0	0	5	86	11	134
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	141	0	0	91	4	3	2	0	0	0	89	2	132
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	106	1	1	97	1	1	1	0	0	-2	88	5	106
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	79	1	1	96	1	0	3	0	0	3	87	12	107
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	124	0	0	89	8	2	1	0	0	1	83	8	112
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	124	1	2	94	3	2	1	0	0	3	85	13	113
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	111	1	0	95	4	2	0	0	0	-1	83	9	47
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	111	1	0	94	5	2	0	0	0	1	81	19	47
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	D	27	0	0	96	4	0	0	0	0	-1	0	0	0
<b>TOTAL BELFAST CITY</b>					<b>1180</b>	<b>11</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>9</b>
BELFAST INTERNATIONAL																	
	STANSTED	AB AIRLINES	S	A	99	0	126	74	5	10	9	2	0	19	0	0	0
	STANSTED	AB AIRLINES	S	D	100	0	84	68	7	12	11	2	0	23	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	243	0	1	84	9	3	4	0	0	8	87	4	243
	HEATHROW	BMI BRITISH MIDLAND	S	D	242	0	1	92	2	4	2	0	0	1	91	-1	243
	MANCHESTER	BMI REGIONAL	S	A	97	0	0	96	2	1	0	1	0	2	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	97	0	0	98	1	0	1	0	0	-6	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	185	2	1	81	11	3	4	0	0	10	79	9	184
	HEATHROW	BRITISH AIRWAYS PLC	S	D	185	0	0	89	6	3	2	0	0	2	86	4	185
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	135	0	2	85	8	4	3	0	0	6	81	13	132
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	134	0	3	90	5	3	1	0	0	-1	86	4	133
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	111	0	0	95	1	4	0	0	0	-1	84	17	107
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	111	0	0	95	5	1	0	0	0	3	95	-8	107
	GLASGOW	LOGANAIR	S	A	120	1	0	93	5	2	0	0	0	0	84	10	112
	GLASGOW	LOGANAIR	S	D	119	1	0	94	3	2	1	0	0	2	79	14	115
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	1	2	100	0	0	0	0	0	-1	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
BELFAST INTERNATIONAL	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	1	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1983</b>	<b>6</b>	<b>220</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>6</b>	
BELGRADE	HEATHROW	JATAIRWAYS	S	A	23	0	0	83	17	0	0	0	5	0	0	0		
	HEATHROW	JATAIRWAYS	S	D	23	0	0	61	35	4	0	0	10	0	0	0		
<b>TOTAL BELGRADE</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>		
BENBECULA	GLASGOW	BRITISH AIRWAYS PLC	S	A	26	0	0	77	12	12	0	0	6	65	18	26		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	26	0	0	88	4	8	0	0	5	65	23	26		
<b>TOTAL BENBECULA</b>					<b>52</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>22</b>	<b>22</b>		
BERGAMO																		
BERGEN	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	35	39	19	6	0	27	71	7	31		
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	81	6	6	6	0	11	90	0	31		
	GATWICK	BRAATHENS ASA	S	A	31	0	0	97	3	0	0	0	2	100	8	2		
	GATWICK	BRAATHENS ASA	S	D	31	0	0	77	13	10	0	0	4	50	41	2		
<b>TOTAL BERGEN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>5</b>	<b>5</b>		
BERLIN (TEGEL)	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	76	13	8	3	0	14	81	5	118		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	87	8	2	3	1	6	82	7	119		
	HEATHROW	LUFTHANSA	S	A	62	0	0	68	23	8	2	0	14	76	11	62		
	HEATHROW	LUFTHANSA	S	D	62	0	0	95	3	0	2	0	0	94	2	62		
<b>TOTAL BERLIN (TEGEL)</b>					<b>365</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>5</b>	<b>5</b>		
BERMUDA	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	-9	85	-4	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	8	0	0	5	85	15	13		
<b>TOTAL BERMUDA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>85</b>	<b>6</b>	<b>6</b>		
BERNE																		



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
BILBAO																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	27	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	6	3	0	0	1	71	13	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	3	0	0	4	65	22	31
	HEATHROW	IBERIA	S	A	31	0	0	90	0	6	3	0	0	4	77	1	31
	HEATHROW	IBERIA	S	D	31	0	0	94	0	0	3	3	0	5	100	-5	31
<b>TOTAL BILBAO</b>					<b>129</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>9</b>	<b>9</b>
BILLUND																	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	1	33	33	0	0	33	0	127	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	9	0	0	33	22	22	0	22	0	72	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	9	0	0	56	11	0	11	11	11	168	0	0	0
	GATWICK	MAERSK AIR	S	A	62	0	0	55	34	8	3	0	0	18	84	9	61
	GATWICK	MAERSK AIR	S	D	62	0	0	69	15	13	3	0	0	15	80	9	61
	BIRMINGHAM	NEWAIR AIR SERVICE	S	A	49	0	0	73	18	8	0	0	0	7	80	5	45
	BIRMINGHAM	NEWAIR AIR SERVICE	S	D	49	0	0	80	14	4	0	2	0	9	89	2	45
	MANCHESTER	NEWAIR AIR SERVICE	S	A	49	0	0	63	27	8	0	2	0	18	78	8	46
	MANCHESTER	NEWAIR AIR SERVICE	S	D	49	0	0	88	10	0	0	2	0	4	85	-1	46
<b>TOTAL BILLUND</b>					<b>341</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>6</b>	<b>6</b>
BIRMINGHAM																	
	MANCHESTER	AER LINGUS	S	A	2	0	0	50	50	0	0	0	0	11	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	123	1	3	86	11	1	2	0	0	8	77	14	128
	GLASGOW	BRITISH AIRWAYS PLC	S	D	179	1	2	93	4	2	1	0	0	1	92	5	126
<b>TOTAL BIRMINGHAM</b>					<b>309</b>	<b>4</b>	<b>7</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>10</b>
BISHKEK (FRUNZE)																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	43	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)												
BODO																		
BOGOTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	-3	90	-10	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	44	0	0	0	0	14	44	25	9	
<b>TOTAL BOGOTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>7</b>	<b>7</b>	
BOLOGNA																		
	GATWICK	ALITALIA	S	A	31	0	0	71	10	10	3	3	3	32	0	0	0	
	GATWICK	ALITALIA	S	D	31	0	0	48	19	19	13	0	0	26	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	39	42	6	10	0	3	36	63	19	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	97	3	0	0	0	0	1	70	21	30	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	6	0	2	0	33	50	17	0	0	48	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	7	0	1	57	0	14	29	0	0	47	0	0	0	
<b>TOTAL BOLOGNA</b>					<b>145</b>	<b>2</b>	<b>3</b>	<b>59</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>65</b>	<b>18</b>	<b>18</b>	
BORDEAUX																		
	GATWICK	AIR INTER EUROPE	S	A	30	0	0	97	3	0	0	0	0	-7	0	0	0	
	GATWICK	AIR INTER EUROPE	S	D	30	0	0	93	0	3	3	0	0	3	0	0	0	
	GATWICK	AIR LIB	S	A	7	1	0	86	0	14	0	0	0	7	0	0	0	
	GATWICK	AIR LIB	S	D	8	0	0	75	25	0	0	0	0	3	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	0	75	14	8	3	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	58	0	1	83	2	12	3	0	0	9	0	0	0	
<b>TOTAL BORDEAUX</b>					<b>192</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>6</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	73	15	8	5	0	0	14	84	22	31	
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	97	3	0	0	0	0	2	90	4	30	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	23	0	0	83	4	9	4	0	0	-7	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	23	0	0	83	9	0	4	0	4	30	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	5	2	2	5	0	1	93	-8	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	76	16	8	0	0	0	9	77	14	60	
	GATWICK	NORTHWEST AIRLINES	S	A	28	1	0	36	25	4	25	11	0	61	55	65	31	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
BOSTON																		
	GATWICK	NORTHWEST AIRLINES	S	D	28	0	0	75	11	7	4	4	0	21	71	38	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	0	6	6	0	6	31	84	11	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	0	3	10	0	3	26	90	13	31	
<b>TOTAL BOSTON</b>					<b>412</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>80</b>	<b>17</b>	<b>17</b>	
BREMEN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	1	75	25	0	0	0	0	11	79	18	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	94	0	6	0	0	0	0	93	-3	14	
	GATWICK	DEUTSCHE BA	S	A	9	0	0	78	22	0	0	0	0	7	0	0	0	
	GATWICK	DEUTSCHE BA	S	D	9	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	LUFTHANSA	S	A	31	0	0	48	29	16	6	0	0	20	52	21	31	
	HEATHROW	LUFTHANSA	S	D	31	0	0	71	16	10	3	0	0	11	77	15	31	
<b>TOTAL BREMEN</b>					<b>113</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>15</b>	
BREST																		
	GATWICK	BRIT AIR	S	A	31	0	0	87	6	3	3	0	0	10	87	9	31	
	GATWICK	BRIT AIR	S	D	30	0	1	97	0	0	3	0	0	2	84	6	31	
<b>TOTAL BREST</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>8</b>	
BRIDGETOWN																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-13	50	14	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1	100	3	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	22	0	0	0	6	100	-2	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	63	25	0	13	0	0	21	75	8	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	19	57	22	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	44	33	11	11	0	0	24	67	36	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	27	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	15	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	15	0	0	0	
<b>TOTAL BRIDGETOWN</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>20</b>	<b>20</b>	

BRINDISI

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)											
BRINDISI																		
<b>TOTAL BRINDISI</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>25</b>	<b>56</b>	<b>56</b>	
BRISBANE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	52	9	30	9	0	0	21	77	8	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	76	24	0	0	0	0	9	64	15	14	
<b>TOTAL BRISBANE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>12</b>	<b>12</b>	
BRISTOL																		
	BIRMINGHAM	AIRWORLD AVIATION LTD	C	D	2	1	1	50	0	0	50	0	0	45	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	103	1	2	89	3	4	2	2	0	8	86	7	92	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	100	1	5	89	4	4	1	2	0	7	83	16	93	
<b>TOTAL BRISTOL</b>					<b>206</b>	<b>4</b>	<b>8</b>	<b>89</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>11</b>	<b>11</b>	
BRNO (TURANY)																		
BRUGGEN																		
BRUSSELS																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	70	1	0	81	10	3	3	3	0	12	92	-3	89	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	71	2	0	89	4	3	3	1	0	10	88	7	89	
	HEATHROW	BMI BRITISH MIDLAND	S	A	198	0	8	71	16	8	6	0	0	13	87	3	202	
	HEATHROW	BMI BRITISH MIDLAND	S	D	200	0	7	81	10	5	5	0	0	7	93	0	203	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	109	0	2	84	8	3	4	1	0	9	93	3	108	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	108	0	3	92	6	1	1	0	0	2	96	0	109	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	53	0	0	58	25	8	8	2	0	27	73	9	52	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	53	0	0	89	2	2	6	2	0	14	92	6	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	199	0	0	73	18	7	2	1	0	12	78	9	194	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	200	0	0	86	8	4	3	0	1	9	87	5	196	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	48	0	0	77	15	4	4	0	0	7	80	9	71	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	49	0	0	76	6	6	12	0	0	17	94	1	72	
	STANSTED	KLM UK LTD	S	A	91	1	6	63	23	11	3	0	0	12	66	17	70	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)												
BRUSSELS																		
	STANSTED	KLM UK LTD	S	D	93	0	4	82	5	9	4	0	0	9	82	9	71	
	GLASGOW	SABENA	S	A	56	0	2	84	9	4	2	2	0	8	94	-7	52	
	GLASGOW	SABENA	S	D	55	0	2	69	16	9	5	0	0	14	94	3	51	
	HEATHROW	SABENA	S	A	226	5	25	72	16	8	4	0	0	12	88	2	241	
	HEATHROW	SABENA	S	D	225	6	25	81	7	5	6	0	0	11	93	1	240	
	MANCHESTER	SABENA	S	A	27	1	0	52	26	15	7	0	0	24	61	14	72	
	MANCHESTER	SABENA	S	D	31	0	1	77	10	6	3	3	0	17	82	10	72	
<b>TOTAL BRUSSELS</b>					<b>2162</b>	<b>16</b>	<b>86</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>5</b>	<b>5</b>	
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	85	0	15	0	0	0	5	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	85	8	8	0	0	0	9	0	0	0	
	HEATHROW	TAROM	S	A	39	0	0	85	8	5	0	3	0	7	44	38	32	
	HEATHROW	TAROM	S	D	39	0	0	79	13	3	3	3	0	13	53	25	32	
	MANCHESTER	TAROM	S	A	9	0	0	78	0	0	11	11	0	39	40	23	10	
	MANCHESTER	TAROM	S	D	9	0	0	78	0	0	11	11	0	34	60	15	10	
	STANSTED	TAROM	S	A	4	0	0	100	0	0	0	0	0	-7	75	5	12	
	STANSTED	TAROM	S	D	4	0	0	100	0	0	0	0	0	3	67	22	12	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>25</b>	<b>25</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	18	2	5	0	0	8	72	11	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	16	0	2	0	0	8	64	16	50	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	1	73	18	6	3	0	0	7	41	22	49	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	61	1	0	92	8	0	0	0	0	2	65	14	49	
<b>TOTAL BUDAPEST</b>					<b>247</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>16</b>	<b>16</b>	
BUENOS AIRES																		
	HEATHROW	AEROLINEAS ARGENTINAS	S	A	9	0	0	33	33	11	22	0	0	28	60	11	5	
	HEATHROW	AEROLINEAS ARGENTINAS	S	D	9	0	0	78	11	11	0	0	0	14	80	16	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	1	0	100	0	0	0	0	0	-9	85	2	13	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
BUENOS AIRES	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	21	7	0	0	0	12	71	9	14
<b>TOTAL BUENOS AIRES</b>					<b>44</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>8</b>	<b>8</b>
BURGAS	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	35	0	0	0
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	0	0	50	50	0	0	50	0	0	0
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0
	STANSTED	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BURGAS</b>					<b>11</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>18</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>46</b>	<b>46</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	10	0	0	0	0	-4	100	-7	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	3	3	0	0	8	97	0	31	
	HEATHROW	EGYPT AIR	S	A	31	0	0	65	13	13	10	0	0	15	52	22	31	
	HEATHROW	EGYPT AIR	S	D	31	0	0	23	42	29	6	0	0	30	42	27	31	
	GATWICK	EXCALIBUR AIRWAYS	C	D	9	0	0	56	22	0	22	0	0	30	0	0	0	
<b>TOTAL CAIRO</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>11</b>	<b>11</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	13	38	13	38	0	0	45	72	7	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	22	22	0	0	0	21	50	25	8	
<b>TOTAL CALCUTTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>65</b>	<b>12</b>	<b>12</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	11	1	0	64	18	9	9	0	0	10	90	3	10	
	HEATHROW	AIR CANADA	S	D	15	0	1	87	13	0	0	0	0	0	80	-13	10	
<b>TOTAL CALGARY</b>					<b>27</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>-5</b>	<b>-5</b>	
CALVI																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-9	0	314	1	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	-10	0	113	1	
	GATWICK	GB AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	42	0	0	0	
	GATWICK	GB AIRWAYS LTD	C	D	3	0	1	33	0	33	33	0	0	41	0	0	0	
<b>TOTAL CALVI</b>					<b>11</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>9</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>33</b>	<b>50</b>	<b>50</b>	
CAMAGUEY																		
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	0	50	50	0	0	0	39	0	0	0	
<b>TOTAL CAMAGUEY</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CAMBRIDGE																		
	MANCHESTER	SCOT AIRWAYS	S	A	43	1	0	93	2	2	2	0	0	5	90	1	42	
	MANCHESTER	SCOT AIRWAYS	S	D	45	0	0	71	24	2	2	0	0	5	79	11	42	
<b>TOTAL CAMBRIDGE</b>					<b>88</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>6</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
CAMPBELTOWN																	
	GLASGOW	LOGANAIR	S	A	25	0	0	80	16	4	0	0	0	6	81	0	26
	GLASGOW	LOGANAIR	S	D	24	0	0	92	4	4	0	0	0	7	89	6	19
<b>TOTAL CAMPBELTOWN</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>3</b>	<b>3</b>
CANCUN																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	0	60	0	0	41	0	164	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	4	33	106	3
<b>TOTAL CANCUN</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>20</b>	<b>129</b>	<b>129</b>
CAPE TOWN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	79	7	14	0	0	0	7	100	0	11
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	23	0	0	0	17	67	14	9
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	8	0	0	75	25	0	0	0	0	0	80	-7	5
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	9	0	0	67	0	22	11	0	0	21	20	46	5
<b>TOTAL CAPE TOWN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>11</b>	<b>11</b>
CARACAS																	
	HEATHROW	VIASA	S	A	9	0	0	33	0	22	44	0	0	44	86	-4	14
	HEATHROW	VIASA	S	D	9	0	0	11	22	22	44	0	0	51	57	17	14
<b>TOTAL CARACAS</b>					<b>18</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>48</b>	<b>71</b>	<b>7</b>	<b>7</b>
CARDIFF WALES																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	66	0	0	86	6	2	6	0	0	5	80	17	60
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	64	0	2	88	3	5	5	0	0	7	81	13	59
	MANCHESTER	EASTERN AIRWAYS	C	A	44	0	0	77	23	0	0	0	0	12	0	0	0
	MANCHESTER	EASTERN AIRWAYS	C	D	44	0	0	91	7	0	2	0	0	2	0	0	0
<b>TOTAL CARDIFF WALES</b>					<b>224</b>	<b>4</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>15</b>	<b>15</b>
CASABLANCA MOHAMED V																	
	HEATHROW	GB AIRWAYS LTD	S	A	21	0	0	52	19	5	19	5	0	39	71	21	21
	HEATHROW	GB AIRWAYS LTD	S	D	22	0	0	59	23	5	5	9	0	38	59	18	22
	HEATHROW	ROYAL AIR MAROC	S	A	27	0	0	81	11	4	4	0	0	7	48	25	27
	HEATHROW	ROYAL AIR MAROC	S	D	25	0	0	76	4	12	8	0	0	12	56	17	27
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>20</b>	<b>20</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
CATANIA (FONTANAROSSA)																	
	GATWICK	ALITALIA	S	A	31	0	0	48	23	16	13	0	0	26	0	0	0
	GATWICK	ALITALIA	S	D	31	0	0	68	16	10	0	3	3	29	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	3	1	0	33	33	0	33	0	0	28	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	3	1	0	67	33	0	0	0	0	12	0	0	0
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	25	0	36	2
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	100	4	2
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	80	17	58	6
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	38	80	5	5
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>82</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>61</b>	<b>27</b>	<b>27</b>
CHANIA																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	0	20	60	20	0	0	40	25	12	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	75	25	0	0	0	0	7	33	21	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	75	2	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	50	25	0	25	0	0	24	100	-8	3
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	3	50	28	4
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	7	67	24	3
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-16	0	22	1
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	-1	100	-12	1
	GATWICK	MONARCH AIRLINES	C	A	8	1	0	25	25	38	13	0	0	36	33	50	3
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	38	38	25	0	0	0	22	0	74	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	48	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	25	25	0	113	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	33	0	33	33	0	132	0	0	0
<b>TOTAL CHANIA</b>					<b>56</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>20</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>46</b>	<b>24</b>	<b>24</b>
CHARLOTTE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	3	6	0	0	1	90	-9	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	90	10	0	0	0	0	4	77	12	31
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>2</b>	<b>2</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)
CHELYABINSK																	
CHICAGO (O'HARE)																	
	BIRMINGHAM	AMERICAN AIRLINES	S	A	31	0	0	97	3	0	0	0	0	-23	0	0	0
	BIRMINGHAM	AMERICAN AIRLINES	S	D	31	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	AMERICAN AIRLINES	S	A	31	0	0	81	19	0	0	0	0	-7	77	2	31
	GLASGOW	AMERICAN AIRLINES	S	D	31	0	0	94	3	3	0	0	0	-1	100	2	31
	HEATHROW	AMERICAN AIRLINES	S	A	93	0	0	77	11	11	1	0	0	1	84	1	62
	HEATHROW	AMERICAN AIRLINES	S	D	93	0	0	78	17	2	2	0	0	9	74	10	62
	MANCHESTER	AMERICAN AIRLINES	S	A	61	1	1	85	8	3	3	0	0	-5	87	-9	31
	MANCHESTER	AMERICAN AIRLINES	S	D	62	0	0	92	6	0	2	0	0	5	84	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	87	3	5	2	2	2	9	85	0	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	66	22	10	2	0	0	15	73	13	59
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	61	16	3	16	0	3	46	0	0	0
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	77	13	6	3	0	0	9	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>					<b>614</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>4</b>	<b>4</b>
CINCINNATI																	
	GATWICK	DELTA AIRLINES	S	A	31	0	0	68	16	3	10	3	0	12	74	8	31
	GATWICK	DELTA AIRLINES	S	D	31	1	0	90	10	0	0	0	0	4	100	5	31
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>7</b>
CITY OF DERRY (EGLINTON)																	
	GLASGOW	LOGANAIR	S	A	31	0	0	94	6	0	0	0	0	-5	72	18	32
	GLASGOW	LOGANAIR	S	D	31	0	0	81	0	16	0	3	0	14	71	18	31
	MANCHESTER	LOGANAIR	S	A	30	0	1	83	7	10	0	0	0	1	13	54	24
	MANCHESTER	LOGANAIR	S	D	30	0	1	90	7	3	0	0	0	-2	80	8	30
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>23</b>	<b>23</b>
COGNAC																	
COLOGNE (BONN)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	79	12	3	5	0	0	9	60	17	57
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	88	5	3	2	0	2	15	84	9	57

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
COLOGNE (BONN)																	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	13	0	0	0
	HEATHROW	LUFTHANSA	S	A	44	0	0	82	9	5	2	2	0	13	76	7	62
	HEATHROW	LUFTHANSA	S	D	42	0	0	95	2	0	2	0	0	-2	93	-1	60
<b>TOTAL COLOGNE (BONN)</b>					<b>206</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>8</b>	<b>8</b>
COLOMBO																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	-15	100	-16	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	27	50	13	2
	HEATHROW	SRILANKAN AIRLINES	S	A	16	1	0	56	0	6	38	0	0	34	50	38	18
	HEATHROW	SRILANKAN AIRLINES	S	D	18	0	0	50	44	0	6	0	0	16	56	29	18
<b>TOTAL COLOMBO</b>					<b>44</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>30</b>	<b>30</b>
CONNAUGHT																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	18	0	0	89	0	6	6	0	0	-1	89	-1	19
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	18	0	0	89	0	6	6	0	0	7	89	12	19
	STANSTED	RYANAIR	S	A	41	1	0	85	2	5	7	0	0	3	87	19	31
	STANSTED	RYANAIR	S	D	44	1	0	80	7	7	7	0	0	12	81	18	32
<b>TOTAL CONNAUGHT</b>					<b>121</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>14</b>	<b>14</b>
COPENHAGEN																	
	MANCHESTER	AER LINGUS	S	A	26	2	0	100	0	0	0	0	0	-4	96	-6	25
	MANCHESTER	AER LINGUS	S	D	27	1	0	100	0	0	0	0	0	-1	92	2	26
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	50	25	0	0	25	0	87	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	S	A	53	0	0	91	4	2	4	0	0	2	96	-5	52
	GLASGOW	BMI BRITISH MIDLAND	S	D	53	0	0	98	0	2	0	0	0	1	100	0	51
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	1	62	26	10	2	0	0	14	92	4	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	77	16	3	3	0	0	10	81	10	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	0	71	16	10	3	0	0	12	76	8	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	118	0	0	90	6	3	1	0	0	2	81	7	88
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	8	0	1	38	13	0	50	0	0	55	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	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
COPENHAGEN	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	9	0	0	56	0	22	22	0	0	46	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	49	0	0	59	35	4	2	0	0	15	94	5	47
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	49	0	0	90	4	6	0	0	0	6	96	3	47
	STANSTED	KLM UK LTD	S	A	53	0	0	89	6	6	0	0	0	-9	69	13	52
	STANSTED	KLM UK LTD	S	D	53	0	0	75	15	9	0	0	0	7	88	8	52
	GATWICK	MAERSK AIR	S	A	27	0	0	37	30	30	4	0	0	27	75	12	52
	GATWICK	MAERSK AIR	S	D	26	0	0	88	8	4	0	0	0	6	71	11	52
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	33	56	0	11	0	0	28	33	298	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	22	44	22	11	0	0	30	44	299	9
	HEATHROW	SAS	S	A	151	0	0	62	25	12	1	0	0	13	76	12	148
	HEATHROW	SAS	S	D	155	0	0	89	5	4	2	0	0	4	88	4	152
	MANCHESTER	SAS	S	A	85	0	0	71	15	7	7	0	0	14	75	9	75
	MANCHESTER	SAS	S	D	84	0	0	85	8	5	2	0	0	6	93	1	54
	HEATHROW	VARIG	S	A	13	0	0	46	8	38	8	0	0	29	36	31	14
	HEATHROW	VARIG	S	D	13	0	0	8	23	38	23	8	0	66	0	69	13
<b>TOTAL COPENHAGEN</b>					<b>1315</b>	<b>3</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>11</b>
CORFU	GATWICK	ALL LEISURE AIRLINES LTD	C	A	3	0	0	67	0	33	0	0	0	10	0	0	0
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	A	3	0	0	100	0	0	0	0	0	-20	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	50	0	50	0	0	0	12	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	15	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	14	0	0	79	14	0	7	0	0	2	43	79	14
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	11	0	1	73	9	9	9	0	0	18	64	74	11
	GATWICK	BRITANNIA AIRWAYS	C	A	23	0	0	70	26	4	0	0	0	6	71	8	21
	GATWICK	BRITANNIA AIRWAYS	C	D	21	0	1	76	19	5	0	0	0	6	76	13	17
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	100	-6	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	11	100	1	4
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	-4	63	33	8

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	4	0	48	7
	MANCHESTER	BRITANNIA AIRWAYS	C	A	21	0	0	90	5	5	0	0	0	-16	70	25	23
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	1	78	6	11	6	0	0	6	72	30	18
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-27	100	-24	4
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	-4	100	-1	3
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	2	100	0	0	0	0	0	-14	100	1	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	3	50	50	0	0	0	0	18	100	3	3
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	5	50	9	4
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	1	75	0	25	0	0	0	13	75	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	-23	50	38	8
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	1	75	25	0	0	0	0	5	40	38	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	83	6	0	6	6	0	-8	81	-5	16
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	3	73	7	0	13	7	0	29	71	10	14
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	-29	63	0	8
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	6	0	2	83	0	17	0	0	0	1	100	-1	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	20	2	2	70	20	0	5	5	0	-3	74	1	19
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	20	0	2	65	15	15	0	5	0	17	73	11	15
	GATWICK	LEISURE INTERNATIONAL	C	A	9	0	1	67	22	0	11	0	0	11	50	23	8
	GATWICK	LEISURE INTERNATIONAL	C	D	7	0	0	71	0	14	14	0	0	19	67	20	9
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	0	50	0	0	47	0	97	4
	STANSTED	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	-37	50	-13	2
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	90	10	0	0	0	0	-6	58	26	19
	GATWICK	MONARCH AIRLINES	C	D	9	0	1	89	11	0	0	0	0	3	67	20	18
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	25	50	48	2
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	39	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	25	0	50	25	0	0	60	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	60	10	30	0	0	0	23	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	57	14	14	14	0	0	21	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	1	0	0	50	0	50	0	0	54	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	0	33	0	0	42	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	MY TRAVEL AIRWAYS UK	C	A	14	2	3	50	14	7	21	7	0	45	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	67	0	8	25	0	0	30	0	0	0	
	GATWICK	TRANSAER	C	A	2	0	0	50	50	0	0	0	0	2	0	0	0	
	GATWICK	TRANSAER	C	D	3	0	0	67	0	0	33	0	0	37	0	0	0	
	MANCHESTER	TRANSAER	C	A	4	0	0	50	25	25	0	0	0	18	0	0	0	
	MANCHESTER	TRANSAER	C	D	3	0	1	67	33	0	0	0	0	3	0	0	0	
<b>TOTAL CORFU</b>					<b>396</b>	<b>8</b>	<b>30</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>26</b>	<b>26</b>	
CORK																		
	BIRMINGHAM	AER LINGUS	S	A	27	0	0	85	11	4	0	0	0	3	85	7	26	
	BIRMINGHAM	AER LINGUS	S	D	42	0	0	93	2	5	0	0	0	5	85	6	26	
	HEATHROW	AER LINGUS	S	A	111	1	0	75	10	5	11	0	0	16	82	11	111	
	HEATHROW	AER LINGUS	S	D	110	0	0	77	8	6	8	0	0	14	81	8	111	
	MANCHESTER	AER LINGUS	S	A	6	0	0	100	0	0	0	0	0	-11	83	7	6	
	MANCHESTER	AER LINGUS	S	D	6	0	0	83	0	17	0	0	0	1	83	10	6	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	57	0	0	75	18	5	0	2	0	11	80	14	50	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	57	0	0	88	9	4	0	0	0	2	90	4	52	
	GATWICK	CITY FLYER EXPRESS	S	A	35	0	1	74	11	6	9	0	0	13	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	D	35	0	0	83	14	0	3	0	0	6	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	31	0	0	90	3	3	3	0	0	-3	94	-5	18	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	31	0	0	97	0	3	0	0	0	2	94	2	18	
	STANSTED	RYANAIR	S	A	75	3	0	87	8	4	1	0	0	1	89	5	36	
	STANSTED	RYANAIR	S	D	75	3	0	80	12	8	0	0	0	7	78	17	37	
<b>TOTAL CORK</b>					<b>698</b>	<b>7</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
DACCA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	18	1	0	11	0	33	33	11	11	123	36	115	22
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	18	1	0	50	17	6	11	17	0	60	59	69	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	1	59	12	6	24	0	0	26	94	-4	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	29	35	24	12	0	0	29	72	10	18
<b>TOTAL DACCA</b>					<b>70</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>16</b>	<b>17</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>60</b>	<b>63</b>	<b>54</b>	<b>54</b>
DALAMAN	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	6	0	0	67	17	0	17	0	0	27	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	75	0	25	0	0	0	7	0	52	2
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	75	0	0	25	0	0	29	0	82	1
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	25	25	25	25	0	0	48	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	7	0	1	43	0	29	29	0	0	49	0	0	0
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	7	1	1	29	43	0	29	0	0	38	0	0	0
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	5	0	0	40	0	0	60	0	0	65	0	0	0
	MANCHESTER	ALL LEISURE AIRLINES LTD	C	A	7	0	0	43	14	14	14	0	14	88	0	0	0
	MANCHESTER	ALL LEISURE AIRLINES LTD	C	D	4	0	1	50	0	0	25	0	25	133	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	80	0	20	0	0	0	6	33	45	6
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	0	0	20	0	0	13	50	34	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-19	0	64	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	1	67	33	0	0	0	0	6	100	5	4
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	70	10	10	0	10	0	32	44	21	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	25	0	13	0	0	17	88	7	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	63	20	44	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	0	33	33	33	0	0	51	25	36	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	35	24	24	18	0	0	31	54	14	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	3	69	15	15	0	0	0	9	64	6	11
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-6	100	10	4

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
DALAMAN	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	-3	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	24	0	1	46	13	25	13	4	0	35	21	111	19
	GATWICK	CALEDONIAN AIRWAYS	C	D	24	0	0	63	13	4	17	4	0	32	33	107	12
	GLASGOW	CALEDONIAN AIRWAYS	C	A	9	0	3	56	11	11	0	0	22	193	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	7	0	2	71	0	0	14	0	14	118	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	15	0	1	27	20	33	20	0	0	36	44	29	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	14	0	2	50	21	14	14	0	0	23	57	33	7
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	-10	80	21	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	1	75	13	13	0	0	0	2	100	0	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	71	14	7	7	0	0	10	53	24	17
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	3	91	0	9	0	0	0	5	77	7	13
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	20	40	20	0	0	46	50	20	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	100	0	0	0	0	0	0	33	19	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	16	0	1	56	0	25	19	0	0	30	67	9	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	4	85	8	0	8	0	0	3	100	-2	9
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	0	50	0	0	62	20	51	5
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	0	50	0	0	51	50	24	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	31	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	1	67	0	33	0	0	0	15	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	56	28	11	6	0	0	18	50	47	14
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	71	24	6	0	0	0	8	64	32	11
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-10	75	26	4
	LUTON	MONARCH AIRLINES	C	D	4	0	1	100	0	0	0	0	0	-7	75	26	4
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	21	29	14	36	0	0	47	56	29	16
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	1	42	25	33	0	0	0	23	58	18	12
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	20	40	0	0	57	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	1	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	1	0	0	12	41	41	6	0	78	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	3	57	21	7	14	0	0	25	0	0	0
	GATWICK	ONUR AIR	C	A	4	0	0	25	75	0	0	0	0	20	0	0	0



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)											
DALAMAN																	
	GATWICK	ONUR AIR	C	D	3	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	-14	0	0	0
	MANCHESTER	ONUR AIR	C	D	3	0	0	100	0	0	0	0	0	-1	0	0	0
	GLASGOW	PEGASUS AIRLINES	C	A	4	0	0	50	25	25	0	0	0	25	0	0	0
	GLASGOW	PEGASUS AIRLINES	C	D	3	0	0	67	0	33	0	0	0	6	0	0	0
	BIRMINGHAM	SUNWAYS	C	A	4	0	0	50	0	50	0	0	0	7	0	0	0
	BIRMINGHAM	SUNWAYS	C	D	3	0	1	67	0	33	0	0	0	21	0	0	0
	GATWICK	SUNWAYS	C	A	4	0	0	25	25	0	50	0	0	50	0	0	0
	GATWICK	SUNWAYS	C	D	3	0	1	33	0	0	67	0	0	57	0	0	0
	GLASGOW	SUNWAYS	C	A	4	0	0	100	0	0	0	0	0	-12	0	0	0
	GLASGOW	SUNWAYS	C	D	3	0	1	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	SUNWAYS	C	A	4	0	0	50	0	50	0	0	0	8	0	0	0
	MANCHESTER	SUNWAYS	C	D	3	0	1	0	0	33	67	0	0	57	0	0	0
	GATWICK	TRANSAER	C	A	2	0	2	0	0	50	0	50	0	132	0	0	0
	GATWICK	TRANSAER	C	D	2	0	2	50	0	0	0	50	0	103	0	0	0
<b>TOTAL DALAMAN</b>					<b>488</b>	<b>5</b>	<b>41</b>	<b>56</b>	<b>14</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>55</b>	<b>32</b>	<b>32</b>
DALLAS/FORT WORTH																	
	GATWICK	AMERICAN AIRLINES	S	A	62	0	0	76	8	11	5	0	0	58	25	52	
	GATWICK	AMERICAN AIRLINES	S	D	62	0	0	76	15	3	6	0	0	14	67	26	52
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	3	0	0	3	32	83	-3	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	6	10	0	0	0	7	81	13	31
<b>TOTAL DALLAS/FORT WORTH</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>70</b>	<b>18</b>	<b>18</b>
DAMASCUS																	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	89	0	0	11	0	0	-15	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	7	0	1	100	0	0	0	0	0	1	0	0	0
	HEATHROW	SYRIANAIR	S	A	13	0	0	77	0	15	8	0	0	-6	100	-29	9
	HEATHROW	SYRIANAIR	S	D	14	0	0	57	21	7	14	0	0	20	56	35	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)											
DAMASCUS																	
<b>TOTAL DAMASCUS</b>					<b>47</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>6</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>3</b>	<b>3</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	9	0	0	78	11	0	11	0	0	10	0	0	0
	HEATHROW	ALLIANCE	S	D	9	0	0	44	44	11	0	0	0	19	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	15	0	0	0	1	42	46	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	14	14	0	0	0	15	69	20	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>32</b>	<b>32</b>
DELHI																	
	HEATHROW	AIR CANADA	S	A	18	0	0	44	33	22	0	0	0	17	63	3	16
	HEATHROW	AIR CANADA	S	D	18	0	0	17	6	28	50	0	0	73	40	64	15
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	20	0	20	60	0	0	60	100	-1	1
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	40	20	0	40	0	0	42	40	24	10
<b>TOTAL DELHI</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>17</b>	<b>22</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>48</b>	<b>32</b>	<b>32</b>
DENVER INTERNATIONAL																	
DETROIT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	0	80	7	7	7	0	0	5	94	-12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	1	0	61	10	19	10	0	0	27	45	23	31
	GATWICK	NORTHWEST AIRLINES	S	A	31	3	0	61	16	10	13	0	0	8	0	0	0
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	81	13	3	3	0	0	7	0	0	0
<b>TOTAL DETROIT</b>					<b>124</b>	<b>5</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>3</b>	<b>3</b>
DHAHRAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	100	0	0	0	0	0	-12	92	47	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	81	15	4	0	0	0	7	73	8	26
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	75	25	0	0	0	0	5	100	-8	9
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	8	0	0	63	25	0	13	0	0	21	56	34	9
<b>TOTAL DHAHRAN</b>					<b>65</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>1</b>	<b>81</b>	<b>24</b>	<b>24</b>
DIJON																	
	STANSTED	PROTEUS AIR SYSTEM SA	S	A	12	0	3	67	8	8	17	0	0	26	81	13	21

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
DIJON	STANSTED	PROTEUS AIR SYSTEM SA	S	D	18	0	3	100	0	0	0	0	0	-6	100	-2	21
<b>TOTAL DIJON</b>					<b>30</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>6</b>
DOHA	GATWICK	QATAR AIRWAYS	S	A	8	1	0	38	13	13	25	13	0	60	89	2	9
	GATWICK	QATAR AIRWAYS	S	D	8	1	0	63	38	0	0	0	0	-4	88	0	8
<b>TOTAL DOHA</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>89</b>	<b>0</b>	<b>0</b>
DONEGAL	GLASGOW	LOGANAIR	S	A	13	1	0	92	0	8	0	0	0	-1	92	2	13
	GLASGOW	LOGANAIR	S	D	13	1	0	92	0	8	0	0	0	1	93	5	14
<b>TOTAL DONEGAL</b>					<b>26</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>
DOUALA	GATWICK	CAMEROON AIRLINES	S	A	4	0	1	25	0	75	0	0	0	36	0	0	0
	GATWICK	CAMEROON AIRLINES	S	D	5	0	0	0	60	0	40	0	0	52	0	0	0
<b>TOTAL DOUALA</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>33</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>
DRESDEN	HEATHROW	LUFTHANSA	S	A	36	0	1	44	39	17	0	0	0	18	45	27	20
	HEATHROW	LUFTHANSA	S	D	48	0	0	90	4	2	2	2	0	9	88	3	25
<b>TOTAL DRESDEN</b>					<b>84</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>14</b>	<b>14</b>
DUBAI	GATWICK	EMIRATES	S	A	12	0	1	92	0	8	0	0	0	-2	95	-1	21
	GATWICK	EMIRATES	S	D	12	0	1	50	25	25	0	0	0	20	83	9	23
	HEATHROW	EMIRATES	S	A	57	0	0	65	21	9	4	2	0	21	67	10	52
	HEATHROW	EMIRATES	S	D	55	1	0	56	27	13	4	0	0	17	72	10	54
	MANCHESTER	EMIRATES	S	A	22	0	0	86	14	0	0	0	0	0	78	1	23
	MANCHESTER	EMIRATES	S	D	22	0	0	73	23	5	0	0	0	9	70	10	23
	HEATHROW	SRILANKAN AIRLINES	S	A	2	0	0	0	0	50	50	0	0	61	0	0	0
<b>TOTAL DUBAI</b>					<b>182</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>21</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>8</b>	<b>8</b>
DUBLIN																	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1994				
					134	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	134	1	0	95	1	2	1	0	0	-1	93	-1	140
	BIRMINGHAM	AER LINGUS	S	D	118	0	0	92	5	2	2	0	0	6	86	9	139
	GLASGOW	AER LINGUS	S	A	92	0	1	92	4	2	0	1	0	3	90	2	119
	GLASGOW	AER LINGUS	S	D	92	0	1	90	8	1	0	1	0	5	90	6	119
	HEATHROW	AER LINGUS	S	A	397	0	0	76	14	6	5	0	0	13	77	11	409
	HEATHROW	AER LINGUS	S	D	393	2	3	80	9	7	4	0	0	8	87	4	409
	MANCHESTER	AER LINGUS	S	A	158	2	0	92	5	1	1	0	0	4	92	2	181
	MANCHESTER	AER LINGUS	S	D	156	3	0	95	1	2	1	1	0	1	91	0	175
	HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	0	77	11	7	5	0	0	10	91	3	243
	HEATHROW	BMI BRITISH MIDLAND	S	D	242	0	1	83	10	4	4	0	0	7	92	0	243
	GATWICK	CITY FLYER EXPRESS	S	A	122	0	2	75	15	8	2	0	0	9	69	18	125
	GATWICK	CITY FLYER EXPRESS	S	D	121	0	3	80	7	12	2	0	0	9	79	13	125
	BIRMINGHAM	RYANAIR	S	A	139	1	0	90	4	3	2	1	0	3	77	14	84
	BIRMINGHAM	RYANAIR	S	D	138	1	9	84	11	1	3	1	0	11	61	22	84
	GATWICK	RYANAIR	S	A	96	0	4	79	9	8	3	0	0	13	67	23	82
	GATWICK	RYANAIR	S	D	97	0	1	87	3	7	3	0	0	7	67	15	83
	LUTON	RYANAIR	S	A	81	5	4	98	0	1	1	0	0	-4	79	8	61
	LUTON	RYANAIR	S	D	81	8	4	95	1	2	1	0	0	3	76	16	62
	MANCHESTER	RYANAIR	S	A	153	0	0	89	8	1	2	0	0	5	60	21	97
	MANCHESTER	RYANAIR	S	D	156	1	0	86	10	1	3	1	0	5	64	21	96
	STANSTED	RYANAIR	S	A	351	14	6	85	5	6	4	0	0	6	79	14	259
	STANSTED	RYANAIR	S	D	345	13	7	88	5	3	4	0	0	8	74	19	259
<b>TOTAL DUBLIN</b>					<b>3912</b>	<b>51</b>	<b>59</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>9</b>
DUNDEE	MANCHESTER	BMI REGIONAL	S	A	44	0	3	66	18	14	2	0	0	13	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	46	0	4	83	7	9	2	0	0	5	0	25	1
<b>TOTAL DUNDEE</b>					<b>90</b>	<b>1</b>	<b>7</b>	<b>74</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>41</b>	<b>41</b>
DURBAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	3	86	7	7

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)												
DURBAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	33	67	0	0	0	0	16	78	14	9	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	10	0	0	40	30	30	0	0	0	19	20	20	5	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	13	0	0	46	23	15	15	0	0	22	56	14	9	
<b>TOTAL DURBAN</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>13</b>	<b>13</b>	
DUSSELDORF																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	86	0	0	90	3	6	1	0	0	2	95	-2	83	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	86	1	0	92	2	5	1	0	0	5	95	3	83	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	27	0	0	93	4	0	4	0	0	7	64	13	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	0	73	16	8	3	0	0	8	71	8	114	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	0	88	7	3	2	0	0	5	80	6	114	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	80	0	0	91	6	3	0	0	0	1	86	2	58	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	80	0	0	81	10	8	1	0	0	6	91	4	58	
	GATWICK	CITY FLYER EXPRESS	S	A	62	1	0	34	27	31	8	0	0	27	59	21	32	
	GATWICK	CITY FLYER EXPRESS	S	D	63	0	0	59	24	17	0	0	0	13	82	9	33	
	STANSTED	KLM UK LTD	S	A	74	1	2	82	9	3	5	0	0	4	81	5	72	
	STANSTED	KLM UK LTD	S	D	75	1	1	85	5	4	5	0	0	10	79	9	72	
	HEATHROW	LUFTHANSA	S	A	99	0	0	69	24	6	1	0	0	12	79	11	110	
	HEATHROW	LUFTHANSA	S	D	97	0	0	87	8	3	2	0	0	3	91	1	98	
	MANCHESTER	LUFTHANSA	S	A	53	0	0	85	6	6	4	0	0	6	87	0	52	
	MANCHESTER	LUFTHANSA	S	D	53	0	0	72	19	6	4	0	0	12	88	5	51	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	28	0	1	61	21	14	4	0	0	15	0	0	0	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	51	0	2	67	14	8	12	0	0	21	0	0	0	
<b>TOTAL DUSSELDORF</b>					<b>1248</b>	<b>4</b>	<b>6</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
EAST MIDLANDS																	
	GATWICK	ATLANTIC AIRLINES	S	A	6	0	1	100	0	0	0	0	0	-5	0	0	0
	GATWICK	ATLANTIC AIRLINES	S	D	6	0	0	100	0	0	0	0	0	-7	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	S	A	66	2	2	89	8	3	0	0	0	2	90	4	21
	GLASGOW	BMI BRITISH MIDLAND	S	D	67	1	3	96	3	1	0	0	0	1	96	-1	26
	BIRMINGHAM	FLIGHTLINE LTD	S	A	19	0	2	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	FLIGHTLINE LTD	S	D	18	0	3	100	0	0	0	0	0	-9	0	0	0
	GATWICK	FLIGHTLINE LTD	S	A	14	0	0	100	0	0	0	0	0	-2	0	0	0
	GATWICK	FLIGHTLINE LTD	S	D	15	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL EAST MIDLANDS</b>					<b>211</b>	<b>7</b>	<b>11</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>88</b>	<b>3</b>	<b>3</b>
EDINBURGH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	260	0	0	78	12	6	3	0	0	9	86	5	237
	HEATHROW	BMI BRITISH MIDLAND	S	D	259	0	0	87	5	5	3	0	0	4	91	0	236
	MANCHESTER	BMI REGIONAL	S	D	22	0	0	100	0	0	0	0	0	-12	94	-6	69
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	190	0	0	96	3	1	1	0	0	-2	96	-2	182
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	190	0	0	91	4	4	2	0	0	4	97	2	181
	HEATHROW	BRITISH AIRWAYS PLC	S	A	333	0	0	77	14	5	5	0	0	12	78	9	327
	HEATHROW	BRITISH AIRWAYS PLC	S	D	334	0	0	88	7	3	2	0	0	4	86	4	328
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	114	0	1	84	11	1	4	0	0	6	92	3	106
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	114	0	1	88	9	1	3	0	0	4	95	-1	106
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	-9	0	0	0
	GATWICK	KLM UK LTD	S	A	141	0	1	84	8	6	3	0	0	6	80	8	116
	GATWICK	KLM UK LTD	S	D	165	0	2	94	3	2	1	0	0	2	86	9	137
	STANSTED	KLM UK LTD	S	A	118	1	4	88	5	2	5	0	0	-2	95	-6	93
	STANSTED	KLM UK LTD	S	D	116	0	4	82	6	6	6	0	0	7	80	12	94
<b>TOTAL EDINBURGH</b>					<b>2366</b>	<b>4</b>	<b>13</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>4</b>
EDMONTON																	
	HEATHROW	AIR CANADA	S	A	16	0	7	50	38	6	6	0	0	11	33	187	9
	HEATHROW	AIR CANADA	S	D	13	0	1	85	8	8	0	0	0	8	88	3	8

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)											
EDMONTON																	
<b>TOTAL EDMONTON</b>					<b>29</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>90</b>	<b>90</b>
EINDHOVEN																	
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	42	0	2	71	19	2	5	2	0	14	0	28	2
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	42	0	2	74	14	2	7	2	0	19	100	-14	2
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	42	0	2	81	7	7	2	2	0	5	41	30	37
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	41	1	3	85	2	7	2	2	0	4	70	15	37
	HEATHROW	KLM	S	A	43	0	1	74	23	2	0	0	0	6	93	1	42
	HEATHROW	KLM	S	D	43	0	1	81	14	2	2	0	0	3	90	2	42
<b>TOTAL EINDHOVEN</b>					<b>253</b>	<b>1</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>11</b>
ENTEBBE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	75	13	13	0	0	0	-2	75	6	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	22	11	11	0	0	19	44	25	9
<b>TOTAL ENTEBBE</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>16</b>	<b>16</b>
EXETER																	
<b>TOTAL EXETER</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>-13</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 OCTOBER 1995

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
FARO																		
	GATWICK	AIR ATLANTA ICELANDIC	C	A	5	1	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	AIR ATLANTA ICELANDIC	C	D	4	1	1	75	25	0	0	0	0	9	0	0	0	
	GLASGOW	AIR ATLANTA ICELANDIC	C	A	4	0	0	100	0	0	0	0	0	-7	0	0	0	
	GLASGOW	AIR ATLANTA ICELANDIC	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	1	50	50	0	0	0	0	21	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	1	100	0	0	0	0	0	11	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	6	0	1	33	17	50	0	0	0	31	25	30	4	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	6	0	0	83	17	0	0	0	0	3	25	36	4	
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	2	0	0	0	0	100	0	0	0	39	0	0	0	
	MANCHESTER	AIR OPERATIONS EUROPE	C	D	2	0	0	0	0	100	0	0	0	49	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	29	0	0	55	31	10	3	0	0	14	96	1	26	
	HEATHROW	AIR PORTUGAL	S	D	29	0	0	59	28	10	3	0	0	13	88	5	26	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	43	0	0	0	
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	32	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	2	0	0	50	0	50	0	0	0	5	57	31	7	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	25	0	0	0	16	40	79	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	14	20	86	5	
	MANCHESTER	BRITANNIA AB	C	A	5	0	0	60	20	20	0	0	0	19	0	0	0	
	MANCHESTER	BRITANNIA AB	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	24	50	10	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	-1	50	21	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	54	23	23	0	0	0	18	56	25	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	12	0	0	83	8	0	8	0	0	8	56	25	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	0	182	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	0	60	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	60	54	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	40	61	5	



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)												
FARO																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	77	8	8	8	0	0	12	41	41	17	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	85	0	8	8	0	0	16	27	47	15	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	4	80	29	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	-1	50	47	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	0	74	16	7	4	0	0	8	95	-2	58	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	0	75	11	11	4	0	0	11	79	7	58	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	-10	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	6	0	0	67	0	17	0	17	0	42	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	6	0	0	33	17	17	17	17	0	67	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	8	0	0	38	0	38	25	0	0	53	50	26	4	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	6	0	2	67	0	17	17	0	0	41	0	62	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	50	38	0	13	0	0	18	15	105	13	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	15	15	89	13	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	45	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	-6	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	-8	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	-11	100	-7	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	-3	89	16	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	19	0	1	63	16	0	16	0	5	40	64	10	25	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	1	84	11	0	5	0	0	11	71	9	24	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	25	0	0	0	13	88	22	25	9	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	8	44	17	9	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	11	22	0	0	0	12	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	16	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	20	1	1	55	30	5	5	5	0	32	29	31	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	19	0	1	68	5	11	5	5	5	47	36	30	14	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	9	0	0	22	33	33	11	0	0	36	0	41	4	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
FARO																		
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	9	0	0	100	0	0	0	0	0	1	75	8	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	10	0	0	30	40	20	10	0	0	29	58	6	12	
	GATWICK	LEISURE INTERNATIONAL	C	D	10	0	0	80	10	10	0	0	0	9	82	11	11	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	25	75	0	0	0	0	19	100	-13	2	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	10	50	23	2	
	STANSTED	LEISURE INTERNATIONAL	C	A	13	0	0	46	31	15	8	0	0	26	75	5	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	13	0	0	92	8	0	0	0	0	3	50	26	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	31	31	31	8	0	0	30	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	54	23	8	8	8	0	33	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	29	3	1	41	24	10	21	3	0	39	36	38	22	
	GATWICK	MONARCH AIRLINES	C	D	28	1	1	71	4	7	14	4	0	27	82	11	22	
	LUTON	MONARCH AIRLINES	C	A	9	0	0	89	11	0	0	0	0	1	89	4	9	
	LUTON	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	0	-1	89	14	9	
	MANCHESTER	MONARCH AIRLINES	C	A	26	0	0	62	15	19	4	0	0	18	33	26	18	
	MANCHESTER	MONARCH AIRLINES	C	D	25	0	1	88	4	8	0	0	0	4	83	15	18	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	40	0	20	0	57	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	36	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	40	20	10	30	0	0	40	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	10	10	10	0	0	23	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	1	75	0	25	0	0	0	8	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	42	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	1	0	50	20	10	20	0	0	21	20	39	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	2	0	70	10	0	20	0	0	15	50	19	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	0	100	0	0	119	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	0	100	0	0	93	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	9	0	0	22	22	22	22	11	0	65	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	9	0	0	67	11	0	11	11	0	46	0	0	0	
	GATWICK	TRANSAER	C	A	6	0	1	67	0	17	17	0	0	32	0	0	0	
	GATWICK	TRANSAER	C	D	5	0	3	80	0	0	0	20	0	34	0	0	0	
	MANCHESTER	TRANSAER	C	A	8	0	0	50	13	25	13	0	0	28	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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	MANCHESTER	TRANSAER	C	D	7	0	0	71	14	0	14	0	0	24	0	0	0
<b>TOTAL FARO</b>					<b>869</b>	<b>12</b>	<b>25</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>29</b>	<b>29</b>
FIGARI					4	0	0	50	0	0	50	0	0	44	100	2	2
<b>TOTAL FIGARI</b>					<b>4</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>44</b>	<b>100</b>	<b>2</b>	<b>2</b>
FLORENCE	STANSTED	KLM UK LTD	S	A	33	1	1	64	18	6	9	3	0	17	75	25	32
	STANSTED	KLM UK LTD	S	D	32	1	1	66	16	6	13	0	0	16	81	19	31
	GATWICK	MERIDIANA AIR	S	A	62	0	0	69	15	8	8	0	0	13	48	22	52
	GATWICK	MERIDIANA AIR	S	D	62	0	0	60	16	15	8	2	0	22	63	24	52
<b>TOTAL FLORENCE</b>					<b>189</b>	<b>2</b>	<b>2</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>23</b>	<b>23</b>
FORRES					2	0	0	0	100	0	0	0	0	25	0	0	0
<b>TOTAL FORRES</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>0</b>	<b>0</b>	<b>0</b>
FORT LAUDERDALE																	
FRANKFURT MAIN	GLASGOW	AIR CLUB INTERNATIONAL	C	A	4	0	0	25	0	0	75	0	0	72	0	0	0
	GLASGOW	AIR CLUB INTERNATIONAL	C	D	4	1	0	75	0	0	25	0	0	23	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	119	0	0	68	19	9	3	0	0	13	81	9	119
	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	84	7	7	3	0	0	5	92	1	119
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	1	91	6	3	0	0	0	1	81	5	93
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	1	88	8	2	2	0	0	6	95	4	93
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	80	0	0	79	10	8	4	0	0	11	86	4	79
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	80	0	0	78	9	8	6	0	0	13	88	6	78
	GLASGOW	BRITISH AIRWAYS PLC	S	A	27	0	0	89	4	4	4	0	0	12	55	17	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	128	0	0	66	20	12	2	0	0	10	53	18	122
	HEATHROW	BRITISH AIRWAYS PLC	S	D	128	0	0	77	14	5	3	0	0	9	77	8	122
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	62	0	0	71	13	15	2	0	0	8	77	8	57
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	62	0	0	76	13	11	0	0	0	10	89	4	57

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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)											
FRANKFURT MAIN																	
	STANSTED	KLM UK LTD	S	A	53	0	0	89	9	2	0	0	0	3	76	6	51
	STANSTED	KLM UK LTD	S	D	53	0	0	85	13	0	2	0	0	5	87	8	52
	BIRMINGHAM	LUFTHANSA	S	A	31	0	0	94	6	0	0	0	0	1	95	1	55
	BIRMINGHAM	LUFTHANSA	S	D	7	0	0	100	0	0	0	0	0	0	89	7	55
	GLASGOW	LUFTHANSA	S	A	8	1	0	63	38	0	0	0	0	12	71	13	31
	GLASGOW	LUFTHANSA	S	D	8	1	0	63	38	0	0	0	0	12	71	13	31
	HEATHROW	LUFTHANSA	S	A	155	1	0	52	35	8	5	0	0	18	61	17	155
	HEATHROW	LUFTHANSA	S	D	155	0	0	88	8	4	1	0	0	4	88	5	157
	MANCHESTER	LUFTHANSA	S	A	62	0	0	84	15	2	0	0	0	5	85	8	62
	MANCHESTER	LUFTHANSA	S	D	62	0	0	79	15	6	0	0	0	10	79	11	62
<b>TOTAL FRANKFURT MAIN</b>					<b>1587</b>	<b>8</b>	<b>2</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>8</b>
FRIEDRICHSHAFEN																	
FUERTEVENTURA																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	7	100	1	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	2	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	26	25	42	4
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	11	0	0	23	50	28	4
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	2	25	26	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	3	50	22	4
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-1	100	6	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-3	100	5	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	-11	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	12	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	-25	100	-12	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	14	67	2	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-11	100	-36	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	6	100	-8	4

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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)											
FUERTEVENTURA																	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	70	10	20	0	0	0	10	38	30	13
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	80	20	0	0	0	0	9	62	23	13
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-3	50	26	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	8	25	37	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	12	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	53	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	50	25	0	0	55	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	13	0	38	0	0	39	25	38	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	0	25	13	0	60	25	41	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	60	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	37	0	0	0
	MANCHESTER	OASIS INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	0	-15	0	0	0
	MANCHESTER	OASIS INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0
<b>TOTAL FUERTEVENTURA</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>27</b>	<b>27</b>
FUNCHAL																	
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	89	0	11	0	0	0	5	78	13	9
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	67	22	11	0	0	0	10	78	5	9
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	80	0	20	0	0	0	-15	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	80	0	0	20	0	0	21	0	0	0
	GATWICK	BRITANNIA AB	C	A	2	1	1	50	50	0	0	0	0	1	0	0	0
	GATWICK	BRITANNIA AB	C	D	2	1	1	100	0	0	0	0	0	7	0	0	0
	MANCHESTER	BRITANNIA AB	C	D	2	0	0	50	0	0	50	0	0	45	0	0	0
	GATWICK	EXCALIBUR AIRWAYS	C	A	8	1	0	88	13	0	0	0	0	6	60	6	5
	GATWICK	EXCALIBUR AIRWAYS	C	D	8	1	0	88	13	0	0	0	0	7	40	29	5
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	9	0	0	89	0	11	0	0	0	-8	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	9	0	0	78	0	22	0	0	0	11	0	89	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	-13	100	-11	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	0	17	0	0	0	2	100	-3	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	4	100	-16	5

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)											
FUNCHAL	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	75	0	25	0	0	0	17	100	-4	5
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	31	8	23	31	8	0	59	22	66	9
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	85	0	8	8	0	0	14	44	29	9
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	25	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	26	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	100	0	0	0	0	0	-3	15	36	13
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	100	0	0	0	0	0	4	62	30	13
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-9	100	-7	5
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	2	100	0	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	24	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	17	0	0	0
<b>TOTAL FUNCHAL</b>					<b>171</b>	<b>6</b>	<b>9</b>	<b>78</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>21</b>	<b>21</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
GABORONE	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	22	11	0	0	0	12	88	5	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	11	0	0	0	16	33	16	6
<b>TOTAL GABORONE</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>14</b>	<b>64</b>	<b>9</b>	<b>9</b>
GANDER																	
GATWICK	GLASGOW	AIR OPERATIONS EUROPE	C	A	2	0	0	50	0	0	50	0	0	37	0	0	0
	MANCHESTER	ALL LEISURE AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	46	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	1	0	100	0	0	0	0	20	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	16	0	0	0
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	168	0	0	84	9	5	2	0	0	4	93	-1	145
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	168	0	0	90	6	3	1	0	0	1	94	1	145
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-9	78	12	9
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	9	0	0	22	11	44	22	0	0	45	0	83	8
	BIRMINGHAM	FLIGHTLINE LTD	S	A	18	0	3	100	0	0	0	0	0	-6	0	0	0
	BIRMINGHAM	FLIGHTLINE LTD	S	D	19	0	2	100	0	0	0	0	0	-3	0	0	0
	GLASGOW	KLM UK LTD	S	A	144	0	2	81	9	6	4	0	0	7	88	4	138
	GLASGOW	KLM UK LTD	S	D	144	0	0	84	8	5	3	0	0	6	87	5	137
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	67	17	0	17	0	0	19	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	-7	100	-4	1
<b>TOTAL GATWICK</b>					<b>709</b>	<b>11</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>6</b>
GENEVA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	89	0	0	76	15	3	4	1	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	0	73	12	10	3	1	0	15	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	0	55	24	19	2	1	0	17	64	14	118
	HEATHROW	BRITISH AIRWAYS PLC	C	A	9	0	0	33	33	22	11	0	0	34	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	9	0	0	44	44	11	0	0	0	18	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	0	84	10	3	2	0	0	8	76	10	119

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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
GENEVA																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	68	10	16	3	3	0	14	81	44	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	68	13	10	6	3	0	20	61	16	31	
	GATWICK	EUROPEAN AIR CHARTER	C	A	8	0	0	25	38	25	13	0	0	17	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	8	0	0	25	25	13	25	13	0	64	0	0	0	
	HEATHROW	SWISSAIR	S	A	125	0	0	64	16	14	6	0	0	15	72	9	124	
	HEATHROW	SWISSAIR	S	D	124	1	0	72	16	10	2	0	0	11	88	5	123	
<b>TOTAL GENEVA</b>					<b>771</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>10</b>	<b>10</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	1	75	17	3	5	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	61	0	1	90	5	3	2	0	0	4	0	0	0	
<b>TOTAL GENOA</b>					<b>121</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>16</b>	<b>16</b>	
GERONA																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	-7	100	2	1	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	1	1	100	0	0	0	0	0	-7	33	10	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-3	50	11	2	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	43	14	29	0	14	0	38	83	-8	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	33	0	33	33	0	0	54	60	8	5	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	26	33	32	3	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	50	35	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	1	1	83	0	0	17	0	0	4	67	31	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	2	67	11	0	22	0	0	16	75	20	4	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	32	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	62	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	2	100	-28	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-8	30	21	10	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	6	27	38	11	
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-13	0	0	0	
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-13	100	6	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	1	100	0	0	0	0	0	-7	100	-12	1	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	71	14	14	0	0	0	15	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	6	0	1	33	33	17	17	0	0	29	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	45	18	0	36	0	0	42	100	-14	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	2	80	0	20	0	0	0	8	50	16	2	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	105	75	5	4	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	0	50	50	0	0	103	67	15	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	34	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	35	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	42	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	0	0	0	33	0	77	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	42	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	58	0	0	0	
	GATWICK	TRANSAER	C	A	2	0	0	50	0	0	50	0	0	80	0	0	0	
	GATWICK	TRANSAER	C	D	2	0	0	0	50	0	50	0	0	66	0	0	0	
<b>TOTAL GERONA</b>					<b>153</b>	<b>2</b>	<b>10</b>	<b>62</b>	<b>10</b>	<b>12</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>18</b>	<b>18</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	33	2	1	67	21	9	3	0	0	6	69	13	51	
	GATWICK	GB AIRWAYS LTD	S	D	34	0	0	71	18	6	6	0	0	16	76	14	51	
	HEATHROW	GB AIRWAYS LTD	S	A	11	0	0	73	9	18	0	0	0	7	75	20	12	
	HEATHROW	GB AIRWAYS LTD	S	D	10	0	0	50	30	10	10	0	0	22	69	24	13	
	MANCHESTER	GB AIRWAYS LTD	S	A	9	0	0	67	22	11	0	0	0	19	78	7	9	
	MANCHESTER	GB AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	9	89	5	9	
<b>TOTAL GIBRALTAR</b>					<b>106</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>14</b>	<b>14</b>	
GLASGOW																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	244	2	0	76	16	4	4	0	0	11	86	7	260	
	HEATHROW	BMI BRITISH MIDLAND	S	D	239	0	0	85	9	4	3	0	0	5	92	1	257	
	MANCHESTER	BMI REGIONAL	S	A	64	0	8	61	30	5	5	0	0	17	67	10	3	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
GLASGOW	MANCHESTER	BMI REGIONAL	S	D	62	0	8	76	13	6	5	0	0	5	100	-5	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	-32	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	228	0	0	90	6	3	1	0	0	4	89	6	223
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	227	0	3	93	3	1	2	0	0	5	86	9	199
	HEATHROW	BRITISH AIRWAYS PLC	S	A	337	3	0	76	14	7	3	0	0	11	78	10	332
	HEATHROW	BRITISH AIRWAYS PLC	S	D	337	2	0	90	6	3	1	0	0	2	90	3	332
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	146	1	0	85	12	3	0	0	0	5	88	6	120
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	144	0	1	92	5	3	0	0	0	0	93	1	120
	GATWICK	KLM UK LTD	S	A	143	0	2	80	12	5	3	0	0	8	85	4	136
	GATWICK	KLM UK LTD	S	D	118	0	2	81	8	7	3	0	0	9	86	7	115
	STANSTED	KLM UK LTD	S	A	78	2	0	88	6	1	4	0	0	1	92	-1	71
	STANSTED	KLM UK LTD	S	D	86	2	0	84	8	7	1	0	0	6	93	5	71
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	1	2	100	0	0	0	0	0	-14	0	0	0
<b>TOTAL GLASGOW</b>					<b>2467</b>	<b>19</b>	<b>28</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>5</b>
GOA	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	1	33	33	0	33	0	0	52	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	1	0	67	17	0	0	17	0	16	63	81	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	13	38	50	0	0	0	34	46	27	13
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-5	50	30	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	1	80	0	0	20	0	0	-7	25	99	8
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	26	30	58	10
<b>TOTAL GOA</b>					<b>36</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>17</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>43</b>	<b>54</b>	<b>54</b>
GOOSE BAY																	
GOTEBORG	STANSTED	BRITANNIA AB	C	A	3	0	1	100	0	0	0	0	0	-16	0	0	0
	STANSTED	BRITANNIA AB	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	84	6	3	6	0	0	8	0	40	1

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
GOTEBORG	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	87	3	6	3	0	0	7	100	1	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	16	8	0	0	0	9	94	-3	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	89	10	2	0	0	0	0	90	0	62
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	1	50	0	0	0	50	0	103	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	33	33	0	0	33	0	79	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	13	50	13	0	0	35	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	38	13	0	0	27	0	0	0
	HEATHROW	SAS	S	A	67	0	0	72	19	6	3	0	0	11	82	9	67
	HEATHROW	SAS	S	D	67	0	0	91	3	4	1	0	0	3	88	2	67
<b>TOTAL GOTEBORG</b>					<b>353</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>2</b>	<b>2</b>
GRAND CAYMAN	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	50	0	0	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	6	0	0	83	17	0	0	0	0	4	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	20	60	0	0	60	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	80	0	0	0	27	100	-8	4
<b>TOTAL GRAND CAYMAN</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>15</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>86</b>	<b>2</b>	<b>2</b>
GRAZ	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	-1	100	-15	8
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	7	100	-2	9
<b>TOTAL GRAZ</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>-8</b>	<b>-8</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	22	0	0	0	0	2	83	-5	6
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	50	25	13	13	0	0	28	40	19	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	36	0	0	0
<b>TOTAL GRENADA</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>0</b>	<b>0</b>
GRONINGEN																	
<b>TOTAL GRONINGEN</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>20</b>	<b>58</b>	<b>13</b>	<b>13</b>
GUERNSEY																	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	A	28	0	0	96	0	4	0	0	0	-8	93	-5	30
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	D	28	0	0	96	0	4	0	0	0	0	84	12	31
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	2	0	0	100	0	0	0	0	0	-7	60	19	5
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	2	0	0	100	0	0	0	0	0	1	80	10	5
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	38	2	3	76	13	3	8	0	0	9	77	15	30
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	38	1	0	84	0	8	5	3	0	10	90	4	29
	GATWICK	CITY FLYER EXPRESS	S	A	83	1	0	72	12	8	7	0	0	13	63	21	93
	GATWICK	CITY FLYER EXPRESS	S	D	83	1	0	77	5	7	11	0	0	16	77	15	94
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	A	23	1	2	87	0	0	9	4	0	11	91	-5	22
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	D	27	0	0	85	7	7	0	0	0	6	95	4	22
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	A	131	2	0	85	7	5	3	0	0	6	85	17	124
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	D	132	0	1	92	5	2	2	0	0	3	81	17	124
	MANCHESTER	JERSEY EUROPEAN AIRWAYS	S	A	4	1	0	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	JERSEY EUROPEAN AIRWAYS	S	D	4	1	0	100	0	0	0	0	0	-2	0	0	0
	HEATHROW	KLM UK LTD	S	A	118	0	5	86	3	4	7	0	0	3	80	8	120
	HEATHROW	KLM UK LTD	S	D	118	1	5	83	8	3	5	1	0	9	81	8	120
	STANSTED	KLM UK LTD	S	A	16	2	10	69	6	19	6	0	0	12	71	12	21
	STANSTED	KLM UK LTD	S	D	17	0	9	65	12	18	6	0	0	12	57	18	21
<b>TOTAL GUERNSEY</b>					<b>895</b>	<b>13</b>	<b>47</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>12</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	21	0	5	57	33	0	10	0	0	19	60	17	20	
	HEATHROW	AIR CANADA	S	D	22	0	2	91	9	0	0	0	7	85	11	26		
<b>TOTAL HALIFAX INT</b>					<b>43</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>21</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>12</b>	<b>12</b>		
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	87	9	4	0	0	2	68	13	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	92	2	4	1	0	3	84	6	93		
	STANSTED	KLM UK LTD	S	A	52	0	1	75	15	4	6	0	5	0	0	0		
	STANSTED	KLM UK LTD	S	D	53	0	0	77	8	9	6	0	13	0	0	0		
	HEATHROW	LUFTHANSA	S	A	96	0	0	68	21	9	2	0	11	74	10	95		
	HEATHROW	LUFTHANSA	S	D	96	0	0	90	4	4	2	0	3	89	4	95		
	MANCHESTER	LUFTHANSA CITY LINE	S	A	50	0	1	80	12	6	2	0	7	92	-2	26		
	MANCHESTER	LUFTHANSA CITY LINE	S	D	50	0	1	76	16	6	2	0	6	100	0	25		
	GATWICK	TRANSAER	C	A	5	0	0	60	0	20	20	0	21	0	0	0		
	GATWICK	TRANSAER	C	D	4	0	0	75	0	25	0	0	15	0	0	0		
<b>TOTAL HAMBURG</b>					<b>592</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>14</b>		
HANOVER																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	22	0	0	91	5	5	0	0	0	85	-2	20		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	22	0	0	68	23	9	0	0	13	80	8	20		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	6	0	0	5	90	6	31		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	3	0	0	6	77	10	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	3	3	0	4	100	-6	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	6	0	0	4	81	10	31		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	3	0	3	11	74	8	31		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	3	3	0	9	74	10	31		
	HEATHROW	LUFTHANSA	S	A	62	0	0	84	11	3	2	0	7	81	6	62		
	HEATHROW	LUFTHANSA	S	D	62	0	0	94	3	2	2	0	2	87	4	62		
<b>TOTAL HANOVER</b>					<b>354</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>6</b>	<b>6</b>		
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	18	0	0	94	6	0	0	0	-7	72	55	18		

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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																		
	GATWICK	AIR ZIMBABWE	S	D	18	0	0	89	6	0	6	0	0	7	94	19	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	40	40	20	0	0	20	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	25	25	0	30	0	0	0		
<b>TOTAL HARARE</b>					<b>45</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>37</b>	<b>37</b>		
HAVANA																		
	STANSTED	CUBANA	S	A	4	0	0	75	0	0	25	0	21	67	53	3		
	STANSTED	CUBANA	S	D	4	0	0	0	50	25	25	0	68	0	63	3		
<b>TOTAL HAVANA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>58</b>	<b>58</b>		
HEATHROW																		
	GLASGOW	BMI BRITISH MIDLAND	S	A	239	4	0	80	12	5	3	0	8	87	7	257		
	GLASGOW	BMI BRITISH MIDLAND	S	D	244	1	0	86	7	4	2	0	7	91	5	258		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	336	2	0	86	8	4	1	0	7	83	8	332		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	337	4	0	86	8	4	2	0	7	85	7	331		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	305	12	0	78	14	6	2	0	11	70	12	309		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	305	11	0	87	4	5	3	0	10	85	5	306		
<b>TOTAL HEATHROW</b>					<b>1766</b>	<b>37</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>7</b>		
HELSINKI																		
	GATWICK	BRITANNIA AB	S	A	22	0	0	59	18	18	5	0	20	0	0	0		
	GATWICK	BRITANNIA AB	S	D	21	0	0	90	5	0	5	0	9	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	75	21	4	0	0	8	82	4	57		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	83	14	2	2	0	5	77	8	57		
	GATWICK	FINNAIR	S	A	6	0	0	83	17	0	0	0	3	0	0	0		
	GATWICK	FINNAIR	S	D	6	0	0	50	33	17	0	0	14	0	0	0		
	HEATHROW	FINNAIR	S	A	89	0	0	54	34	12	0	0	15	77	6	88		
	HEATHROW	FINNAIR	S	D	88	0	0	81	11	7	1	0	8	92	4	88		
	MANCHESTER	FINNAIR	S	A	31	0	0	77	19	0	3	0	8	90	1	31		
	MANCHESTER	FINNAIR	S	D	31	0	0	74	19	6	0	0	10	90	3	31		
	STANSTED	FINNAIR	S	A	10	0	0	60	10	20	10	0	19	100	5	8		
	STANSTED	FINNAIR	S	D	10	0	0	30	20	40	10	0	36	38	20	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	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HELSINKI	GATWICK	LEISURE INTERNATIONAL	C	A	9	0	0	33	11	22	33	0	0	40	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	9	0	0	78	0	22	0	0	0	11	0	0	0
<b>TOTAL HELSINKI</b>					<b>447</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>5</b>	<b>5</b>
HERAKLION	GATWICK	AIRWORLD AVIATION LTD	C	A	2	0	0	0	50	50	0	0	0	29	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	6	0	0	100	0	0	0	0	0	-17	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	7	0	0	71	14	0	14	0	0	12	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	25	25	0	95	25	68	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	3	25	58	4
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	54	15	15	15	0	0	24	63	16	8
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	55	18	9	18	0	0	37	100	-4	7
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	2	50	51	2
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-8	25	46	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	50	41	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	0	33	11	0	0	28	23	49	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	38	13	38	13	0	0	26	36	24	11
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-17	75	-1	4
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-7	100	0	3
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	8	29	44	7
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	100	0	0	0	0	0	5	60	35	5
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	54	50	26	4
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	0	4	33	0	33	33	0	0	49	75	5	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	44	0	0	56	0	0	58	25	57	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	44	0	22	33	0	0	37	67	60	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	-19	67	-4	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	75	0	0	25	0	0	15	100	1	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	1	0	36	14	29	21	0	0	27	35	36	20
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	3	36	9	45	9	0	0	30	56	18	16
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	0	0	75	0	0	84	33	30	3
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	25	0	25	50	0	0	69	33	37	3

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					Actual (7)	Plan (8)												
HERAKLION	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	33	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	41	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	0	0	10	0	0	-2	89	2	18	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	2	86	0	0	0	14	0	26	93	-6	14	
	GATWICK	LEISURE INTERNATIONAL	C	A	8	0	0	75	13	13	0	0	0	7	14	42	7	
	GATWICK	LEISURE INTERNATIONAL	C	D	8	0	0	88	13	0	0	0	0	5	50	22	6	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-6	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	1	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	40	50	10	0	0	0	16	17	42	6	
	GATWICK	MONARCH AIRLINES	C	D	10	0	1	80	20	0	0	0	0	5	67	18	6	
	LUTON	MONARCH AIRLINES	C	A	3	0	1	67	0	0	33	0	0	24	25	61	4	
	LUTON	MONARCH AIRLINES	C	D	2	0	2	50	0	0	50	0	0	43	33	60	3	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-14	0	35	3	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	1	100	0	0	0	0	0	2	100	-23	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	2	33	0	0	67	0	0	76	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	3	33	0	0	67	0	0	67	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	9	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	11	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	22	22	44	0	0	55	22	67	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	1	50	0	50	0	0	0	28	50	31	6	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	-15	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-6	0	0	0	
	MANCHESTER	TRANSAER	C	A	5	0	0	60	0	20	20	0	0	21	0	0	0	
	MANCHESTER	TRANSAER	C	D	4	1	0	50	0	25	25	0	0	20	0	0	0	
<b>TOTAL HERAKLION</b>					<b>300</b>	<b>3</b>	<b>27</b>	<b>62</b>	<b>11</b>	<b>13</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>38</b>	<b>38</b>	
HOLGUIN (FRANK PAIS)																		
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45	29	23	0	3	0	27	68	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	6	3	0	0	11	81	8	32	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	CATHAY PACIFIC AIRWAYS	S	A	40	0	0	23	23	48	8	0	0	32	16	35	44	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	40	0	0	88	8	3	0	3	0	14	93	8	44	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	29	29	26	16	0	0	29	48	31	31	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	31	0	0	61	29	10	0	0	0	12	84	11	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	100	0	0	0	0	0	-22	39	33	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	13	3	0	0	0	9	68	17	31	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>266</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>20</b>	<b>20</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	3	3	0	3	11	74	16	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	19	3	0	0	3	21	74	18	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	31	1	0	77	10	6	0	0	6	47	71	13	31	
	GATWICK	CONTINENTAL AIRLINES	S	D	31	0	0	87	10	3	0	0	0	4	81	14	31	
<b>TOTAL HOUSTON</b>					<b>124</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>21</b>	<b>75</b>	<b>15</b>	<b>15</b>	
HUMBERSIDE																		
HURGHADA																		
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	25	75	8	4	
	GATWICK	EXCALIBUR AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	11	100	6	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	75	0	0	0	25	127	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	0	25	126	0	0	0	
<b>TOTAL HURGHADA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>88</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
IBIZA	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	9	0	0	22	33	11	22	0	11	72	100	-7	4
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	7	0	2	14	43	0	29	0	14	93	100	7	3
	BIRMINGHAM	AIRWORLD AVIATION LTD	C	A	3	0	0	67	0	0	33	0	0	55	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	3	0	1	67	0	33	0	0	0	16	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	25	0	0	0	1	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	3	0	1	100	0	0	0	0	0	-2	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	2	0	1	100	0	0	0	0	0	-17	100	-25	2
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	27	100	3	4
	MANCHESTER	BRITANNIA AB	C	A	3	0	0	100	0	0	0	0	0	-3	0	0	0
	MANCHESTER	BRITANNIA AB	C	D	3	0	0	67	33	0	0	0	0	1	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	21	0	0	81	5	14	0	0	0	2	54	22	24
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	16	0	4	81	13	6	0	0	0	6	67	27	18
	GATWICK	BRITANNIA AIRWAYS	C	A	21	0	0	71	19	5	5	0	0	9	52	30	33
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	1	83	11	0	6	0	0	6	48	28	25
	GLASGOW	BRITANNIA AIRWAYS	C	A	17	0	1	71	6	18	6	0	0	13	29	62	14
	GLASGOW	BRITANNIA AIRWAYS	C	D	13	0	0	69	23	8	0	0	0	15	40	51	10
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	1	77	8	8	0	8	0	24	59	41	17
	LUTON	BRITANNIA AIRWAYS	C	D	10	0	1	80	0	10	0	10	0	31	62	47	13
	MANCHESTER	BRITANNIA AIRWAYS	C	A	41	0	1	76	12	5	7	0	0	5	46	36	50
	MANCHESTER	BRITANNIA AIRWAYS	C	D	32	0	5	78	6	9	6	0	0	7	41	40	39
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	25	13	0	0	27	80	23	10
	STANSTED	BRITANNIA AIRWAYS	C	D	6	0	0	67	33	0	0	0	0	13	67	44	6
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-9	50	68	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-3	50	74	2
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	43	25	77	4
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	0	1	67	0	33	0	0	0	17	33	60	3
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)
IBIZA	GATWICK	EXCALIBUR AIRWAYS	C	A	5	0	0	40	0	20	20	20	0	67	33	68	3
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	1	0	25	25	25	25	0	0	43	33	35	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	-7	60	14	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	0	-1	75	29	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	87	7	0	7	0	0	8	74	8	19
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	2	82	0	9	9	0	0	16	64	17	14
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	9	0	1	89	11	0	0	0	0	-1	44	24	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	7	1	2	86	0	14	0	0	0	5	43	31	7
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	20	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	67	0	0	33	0	0	58	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	54	23	8	15	0	0	14	81	-1	21
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	2	56	0	11	33	0	0	30	75	6	16
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	6	0	0	67	0	17	0	17	0	39	60	83	5
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	4	0	1	50	0	25	25	0	0	49	67	74	3
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	60	40	0	0	0	0	12	50	108	2
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	1	100	0	0	0	0	0	1	50	97	2
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	60	20	0	0	20	0	63	100	10	1
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	1	50	25	0	0	25	0	84	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	68	11	5	16	0	0	19	63	18	24
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	61	11	0	28	0	0	27	64	15	22
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	60	10	10	20	0	0	14	60	18	15
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	75	13	0	13	0	0	17	50	17	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	0	63	13	0	0	27	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	6	0	0	0	33	33	33	0	0	45	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	31	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	0	0	67	0	0	52	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	20	0	20	217	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	1	25	25	25	0	25	0	71	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	1	2	38	23	8	23	8	0	47	20	59	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	1	10	30	20	30	10	0	78	50	22	4

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
IBIZA																		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	25	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	35	0	0	0	
	MANCHESTER	OASIS INTERNATIONAL	C	A	4	0	0	0	50	50	0	0	0	31	0	0	0	
	MANCHESTER	OASIS INTERNATIONAL	C	D	3	0	0	33	0	67	0	0	0	35	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	3	0	1	67	0	0	0	33	0	48	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	2	0	1	50	0	0	0	50	0	126	0	0	0	
	GATWICK	TRANSAER	C	A	3	0	1	100	0	0	0	0	0	-14	0	0	0	
	GATWICK	TRANSAER	C	D	2	0	2	100	0	0	0	0	0	-9	0	0	0	
	MANCHESTER	TRANSAER	C	A	6	1	0	83	0	0	17	0	0	12	0	0	0	
	MANCHESTER	TRANSAER	C	D	4	1	1	75	0	0	25	0	0	27	0	0	0	
<b>TOTAL IBIZA</b>					<b>540</b>	<b>10</b>	<b>43</b>	<b>66</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>54</b>	<b>36</b>	<b>36</b>	
INNSBRUCK																		
INVERNESS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	66	21	9	4	0	0	14	65	18	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	88	8	2	2	0	0	4	75	8	92	
<b>TOTAL INVERNESS</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>15</b>	<b>15</b>	
ISLAMABAD																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22	11	44	22	0	0	43	0	89	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	4	67	23	9	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	9	0	0	11	11	56	22	0	0	53	0	85	8	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	9	0	0	0	22	44	33	0	0	59	11	58	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	8	1	0	50	13	13	13	13	0	42	56	21	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	22	44	33	0	0	0	24	33	40	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	22	22	0	22	11	113	11	48	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	22	11	33	22	11	0	63	0	52	9	
<b>TOTAL ISLAMABAD</b>					<b>71</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>18</b>	<b>31</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>50</b>	<b>23</b>	<b>51</b>	<b>51</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	22	0	1	91	5	5	0	0	0	45	30	22		
	GLASGOW	LOGANAIR	S	D	24	0	0	92	4	4	0	0	0	6	88	17	34	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)											
ISLAY																	
<b>TOTAL ISLAY</b>					<b>46</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>22</b>	<b>22</b>
ISLE OF MAN																	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	53	0	0	94	4	2	0	0	0	0	87	9	52
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	53	0	0	92	4	2	2	0	0	5	87	11	52
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	31	0	1	71	3	0	23	3	0	37	87	2	31
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	31	0	1	71	0	0	29	0	0	39	84	20	31
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	84	0	0	85	10	2	4	0	0	5	86	5	83
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	84	0	0	88	4	5	4	0	0	1	93	-2	83
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	14	0	1	100	0	0	0	0	0	-3	92	3	13
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	14	0	1	93	7	0	0	0	0	-1	83	20	12
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	87	0	1	94	3	2	0	0	0	4	67	17	92
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	88	0	0	95	1	1	2	0	0	-2	80	3	92
<b>TOTAL ISLE OF MAN</b>					<b>539</b>	<b>1</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>8</b>
ISTANBUL																	
	STANSTED	AKDENIZ AIRLINES	C	A	9	0	0	33	11	0	44	11	0	90	0	0	0
	STANSTED	AKDENIZ AIRLINES	C	D	8	0	0	0	13	13	50	13	13	158	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	52	19	21	6	2	0	23	74	11	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	15	5	0	0	0	9	76	14	62
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	8	0	0	0	0	75	25	0	0	57	20	33	5
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	8	0	0	0	25	38	38	0	0	65	20	54	5
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	5	0	0	80	0	0	0	0	20	170	0	49	4
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	4	1	0	0	0	50	50	0	0	79	0	0	0
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	5	0	0	20	0	40	40	0	0	48	50	7	2
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	5	0	2	0	40	20	40	0	0	50	50	8	2
	STANSTED	ISTANBUL HAVA YOLLARI	C	A	5	0	0	0	20	40	40	0	0	53	0	49	4
	STANSTED	ISTANBUL HAVA YOLLARI	C	D	5	0	0	20	20	20	40	0	0	46	0	36	3
	GATWICK	ONUR AIR	C	A	9	0	0	56	22	11	11	0	0	13	67	16	3
	GATWICK	ONUR AIR	C	D	9	0	0	67	11	22	0	0	0	14	67	11	3
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	61	0	0	61	20	18	2	0	0	11	59	15	61

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
ISTANBUL	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	61	0	0	72	20	8	0	0	0	9	85	6	61	
<b>TOTAL ISTANBUL</b>					<b>326</b>	<b>1</b>	<b>2</b>	<b>56</b>	<b>17</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>68</b>	<b>13</b>	<b>13</b>	
IZMIR (ADNAM MENDERES)	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	0	33	33	0	33	0	0	30	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	0	25	75	0	0	86	100	-27	1	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	25	25	50	0	0	0	23	0	48	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	25	0	25	271	33	31	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	0	33	0	0	56	67	26	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	14	20	77	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	1	0	91	3	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	20	40	20	20	0	0	35	0	321	1	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	1	1	75	25	0	0	0	0	14	25	154	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	1	2	0	67	0	0	33	0	93	25	80	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	67	0	11	11	0	11	96	60	17	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	1	33	33	0	33	0	0	45	25	52	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	80	0	20	0	0	0	9	67	20	6	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	2	100	0	0	0	0	0	-3	80	14	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	29	29	21	21	0	0	41	22	34	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	3	73	0	18	9	0	0	20	88	6	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	40	20	20	0	0	26	50	34	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	25	25	0	50	0	0	59	33	34	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	17	0	1	47	18	18	18	0	0	24	79	-2	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	4	79	7	0	14	0	0	7	82	-2	11	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	60	0	0	20	20	0	74	0	0	0	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
IZMIR (ADNAM MENDERES)	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	1	50	0	0	25	25	0	69	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	25	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	38	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	22	11	22	33	11	0	65	25	62	12
	GATWICK	MONARCH AIRLINES	C	D	8	0	1	88	0	0	13	0	0	12	40	37	10
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	31	23	8	23	0	15	132	40	54	10
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	1	64	27	0	9	0	0	14	89	9	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	20	40	0	0	58	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	0	25	50	25	0	0	60	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	60	0	20	0	71	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	22	22	22	11	0	62	11	59	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	43	14	14	29	0	0	47	43	33	7
	GATWICK	ONUR AIR	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0
	GATWICK	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	21	0	0	0
	GATWICK	SUNWAYS	C	A	4	0	0	25	0	75	0	0	0	33	0	0	0
	GATWICK	SUNWAYS	C	D	3	0	1	0	33	67	0	0	0	36	0	0	0
	MANCHESTER	SUNWAYS	C	A	4	0	0	75	0	0	25	0	0	19	0	0	0
	MANCHESTER	SUNWAYS	C	D	3	0	1	0	0	33	67	0	0	61	0	0	0
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	9	0	0	78	11	0	11	0	0	16	90	0	10
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	9	0	0	44	22	22	0	11	0	37	80	15	10
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	4	0	0	100	0	0	0	0	0	-25	78	-2	9
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	4	0	0	75	0	25	0	0	0	13	11	29	9
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>283</b>	<b>8</b>	<b>22</b>	<b>48</b>	<b>17</b>	<b>15</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>41</b>	<b>54</b>	<b>30</b>	<b>30</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)												
JAKARTA (SOEKARNO-HATT)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	56	11	28	6	0	0	18	62	51	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	56	28	11	6	0	0	16	67	13	12	
	GATWICK	GARUDA INDONESIA	S	A	4	0	0	25	25	0	50	0	0	65	22	117	9	
	GATWICK	GARUDA INDONESIA	S	D	4	0	0	25	0	50	0	0	25	122	21	81	14	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>44</b>	<b>63</b>	<b>63</b>	
JEDDAH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	6	0	6	0	0	8	80	19	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	83	6	11	0	0	0	7	93	6	14	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	17	0	0	94	0	0	6	0	0	5	82	3	17	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	17	1	0	41	24	29	6	0	0	29	59	18	17	
<b>TOTAL JEDDAH</b>					<b>69</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>12</b>	
JERBA																		
JEREZ																		
	STANSTED	AVIACO	S	A	12	0	0	100	0	0	0	0	0	-3	54	21	13	
	STANSTED	AVIACO	S	D	12	0	0	100	0	0	0	0	0	-2	62	17	13	
<b>TOTAL JEREZ</b>					<b>24</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>65</b>	<b>14</b>	<b>14</b>	
JERSEY																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	37	2	1	97	0	0	3	0	0	0	81	13	37	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	36	1	1	83	6	0	8	3	0	21	79	8	38	
	GLASGOW	BMI BRITISH MIDLAND	S	A	12	2	1	92	8	0	0	0	0	-4	88	7	16	
	GLASGOW	BMI BRITISH MIDLAND	S	D	13	1	0	92	8	0	0	0	0	2	67	66	12	
	LUTON	BMI BRITISH MIDLAND	S	A	8	0	0	88	0	0	13	0	0	9	80	28	10	
	LUTON	BMI BRITISH MIDLAND	S	D	8	0	0	88	0	0	13	0	0	16	70	36	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	1	88	8	0	4	0	0	6	87	5	125	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	1	91	5	2	2	0	0	0	86	5	125	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	C	D	2	2	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	56	1	0	77	13	5	4	2	0	12	63	26	41	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	A	5	0	7	40	40	0	20	0	0	32	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	56	1	0	86	5	2	7	0	0	6	58	25	40	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	D	5	0	4	20	0	0	40	40	0	161	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	A	121	1	2	68	20	11	2	0	0	12	75	14	129	
	GATWICK	CITY FLYER EXPRESS	S	D	121	1	1	84	11	2	2	0	0	7	81	12	129	
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	A	13	1	1	85	0	8	8	0	0	2	82	4	11	
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	D	10	0	2	70	10	10	10	0	0	16	64	27	11	
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	A	130	1	2	95	2	2	2	0	0	0	83	12	129	
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	D	131	0	2	95	2	1	2	0	0	3	85	12	130	
	MANCHESTER	JERSEY EUROPEAN AIRWAYS	S	A	24	0	0	75	4	8	13	0	0	15	89	7	28	
	MANCHESTER	JERSEY EUROPEAN AIRWAYS	S	D	23	0	0	83	4	4	9	0	0	6	100	-6	27	
	BIRMINGHAM	KLM UK LTD	C	A	2	0	2	100	0	0	0	0	0	12	60	40	5	
	BIRMINGHAM	KLM UK LTD	C	D	2	0	2	50	50	0	0	0	0	19	40	47	5	
	STANSTED	KLM UK LTD	S	A	28	1	6	89	11	0	0	0	0	0	88	6	32	
	STANSTED	KLM UK LTD	S	D	28	1	10	75	7	7	7	4	0	24	78	15	32	
<b>TOTAL JERSEY</b>					<b>1129</b>	<b>19</b>	<b>62</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>12</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	96	0	4	0	0	0	-1	68	14	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	71	19	10	0	0	0	12	55	21	20	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	28	1	0	29	29	18	21	4	0	50	50	45	30	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	24	0	0	54	17	25	4	0	0	22	42	24	26	
<b>TOTAL JOHANNESBURG</b>					<b>96</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>28</b>	<b>28</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
KALAMATA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	33	110	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	67	33	0	0	0	0	8	50	152	2	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	67	0	0	0	0	18	0	67	2	
	GATWICK	MONARCH AIRLINES	C	D	2	0	1	100	0	0	0	0	0	6	0	49	2	
<b>TOTAL KALAMATA</b>					<b>14</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>18</b>	<b>107</b>	<b>107</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	18	0	0	22	28	33	17	0	0	39	65	24	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	17	0	0	71	29	0	0	0	0	14	53	103	17	
<b>TOTAL KARACHI</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>29</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>63</b>	<b>63</b>	
KATHMANDU																		
	GATWICK	ROYAL NEPAL AIRLINES	S	A	8	1	0	0	0	63	25	0	13	203	0	46	9	
	GATWICK	ROYAL NEPAL AIRLINES	S	D	8	1	0	0	0	75	13	0	13	201	0	51	9	
<b>TOTAL KATHMANDU</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>202</b>	<b>0</b>	<b>49</b>	<b>49</b>	
KATOWICE																		
	HEATHROW	LOT-POLISH AIRLINES	S	A	4	0	0	25	25	0	25	25	0	133	0	0	0	
<b>TOTAL KATOWICE</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KAVALLA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	7	50	17	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	-4	0	24	3	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	23	25	28	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	4	67	10	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	21	75	2	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-4	100	-7	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	60	0	0	0	0	14	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	11	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	1	0	80	0	0	20	0	0	16	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	1	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL KAVALLA</b>					<b>41</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>17</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>12</b>	<b>12</b>	
KEFALLINIA																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
KEFALLINIA	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	5	0	0	60	0	0	20	20	0	60	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	1	67	0	0	33	0	0	58	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-3	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	60	20	20	0	0	0	12	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	60	23	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	6	50	32	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	38	0	0	0	16	78	14	9
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	67	17	17	0	0	0	15	86	5	7
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	75	135	4
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	-1	33	17	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	71	14	0	14	0	0	9	33	42	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	2	60	20	20	0	0	0	20	71	20	7
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-21	100	-38	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	0	-15	100	-6	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	2	100	-26	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	16	100	2	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	3	100	-3	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	67	0	33	0	0	0	13	100	-12	3
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	1	1	100	0	0	0	0	0	3	0	0	0
MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	29	0	0	0	
MANCHESTER	MONARCH AIRLINES	C	D	4	0	1	50	50	0	0	0	0	12	0	0	0	
<b>TOTAL KEFALLINIA</b>					<b>100</b>	<b>2</b>	<b>9</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>23</b>	<b>23</b>
KEFLAVIK	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	6	0	0	33	0	33	33	0	0	51	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	7	0	0	0	14	57	29	0	0	71	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	GLASGOW	ICELANDAIR	S	A	17	2	0	94	0	6	0	0	0	-1	87	44	15
	GLASGOW	ICELANDAIR	S	D	19	2	0	79	5	11	5	0	0	14	87	4	15
	HEATHROW	ICELANDAIR	S	A	30	1	0	60	27	10	3	0	0	14	73	12	22
	HEATHROW	ICELANDAIR	S	D	30	1	0	53	33	13	0	0	0	15	64	21	22
<b>TOTAL KEFLAVIK</b>					<b>111</b>	<b>8</b>	<b>1</b>	<b>60</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>20</b>	<b>20</b>
KENT INTERNATIONAL																	
KERRY COUNTY	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	14	0	1	93	0	7	0	0	0	-8	0	0	0
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	14	0	1	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	8	0	0	88	13	0	0	0	0	-12	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	8	0	0	88	0	13	0	0	0	2	0	0	0
<b>TOTAL KERRY COUNTY</b>					<b>44</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>89</b>	<b>1</b>	<b>1</b>
KHARTOUM	HEATHROW	SUDAN AIRWAYS	S	A	9	0	0	44	0	0	44	11	0	78	54	2	13
	HEATHROW	SUDAN AIRWAYS	S	D	9	0	0	33	33	22	11	0	0	27	85	16	13
<b>TOTAL KHARTOUM</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>17</b>	<b>11</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>69</b>	<b>9</b>	<b>9</b>
KIEV (BORISPOL)	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	17	0	0	82	0	12	6	0	0	7	62	19	13
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	17	0	0	76	18	0	6	0	0	14	57	20	14
<b>TOTAL KIEV (BORISPOL)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>20</b>	<b>20</b>
KINGSTON	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	31	46	0	23	0	0	34	43	21	14
<b>TOTAL KINGSTON</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>43</b>	<b>21</b>	<b>21</b>
KIRKWALL	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	21	0	1	76	19	0	5	0	0	11	86	11	21
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	21	0	1	95	0	0	5	0	0	6	90	11	21
	GLASGOW	LOGANAIR	S	A	26	0	0	81	19	0	0	0	0	2	79	8	19

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
KIRKWALL	GLASGOW	LOGANAIR	S	D	22	0	0	86	9	5	0	0	0	5	71	16	21
<b>TOTAL KIRKWALL</b>					<b>90</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>11</b>
KLAGENFURT																	
KORTRIJK/WEVELGEM																	
KOS	MANCHESTER	BRITANNIA AB	C	D	3	0	1	33	33	33	0	0	0	22	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	89	-7	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	0	86	8	7
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	50	17	33	0	0	0	12	44	33	9
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	7	86	7	7
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	-1	50	16	2
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	5	80	-2	5
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	8	75	13	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	50	8	17	25	0	0	29	23	56	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	1	70	0	20	10	0	0	17	30	36	10
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	33	33	0	17	17	0	57	40	20	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	41	60	16	5
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-12	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	2	0	1	50	50	0	0	0	0	3	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-8	100	-24	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	0	1	100	1	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	86	0	14	0	0	0	-1	70	58	10
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	25	8
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	-3	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	67	33	0	0	0	0	1	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	1	42	25	17	17	0	0	28	53	33	19
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	1	70	0	20	10	0	0	22	77	11	13
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	31	15	31	8	15	0	58	56	31	9
	GATWICK	MONARCH AIRLINES	C	D	9	1	3	22	22	33	22	0	0	46	86	2	7

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)												
KOS																		
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	-9	40	32	5	
	LUTON	MONARCH AIRLINES	C	D	3	0	1	67	0	33	0	0	0	14	50	24	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	51	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	20	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	3	50	0	10	30	10	0	62	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	3	57	14	0	14	14	0	51	0	0	0	
<b>TOTAL KOS</b>					<b>174</b>	<b>1</b>	<b>18</b>	<b>60</b>	<b>12</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>29</b>	<b>29</b>	
KRAKOW																		
KRISTIANSAND (KJEVIK)																		
	GATWICK	MAERSK AIR	S	A	26	0	0	85	8	8	0	0	0	9	0	0	0	
	GATWICK	MAERSK AIR	S	D	27	0	0	63	22	11	4	0	0	16	0	0	0	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	61	2	1	51	25	20	3	2	0	24	55	19	31	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	68	18	10	3	2	0	19	77	9	31	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>123</b>	<b>2</b>	<b>1</b>	<b>59</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>14</b>	<b>14</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	100	0	0	0	0	0	-10	50	30	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	64	27	9	0	0	0	10	78	13	18	
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	65	29	3	3	0	0	5	84	-4	31	
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	58	29	6	6	0	0	17	68	18	31	
<b>TOTAL KUWAIT</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
LAGOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	65	3	6	26	0	0	29	81	15	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	6	6	3	0	27	26	35	31	
	HEATHROW	NIGERIA AIRWAYS	S	A	13	0	8	31	8	15	38	8	0	65	18	121	17	
	HEATHROW	NIGERIA AIRWAYS	S	D	13	0	4	62	15	0	15	8	0	32	33	144	15	
<b>TOTAL LAGOS</b>					<b>88</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>10</b>	<b>7</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>44</b>	<b>61</b>	<b>61</b>	
LAMETIA-TERME																		
	GATWICK	AIR TRANSAT	C	A	2	0	0	50	50	0	0	0	0	16	0	0	0	
<b>TOTAL LAMETIA-TERME</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>2</b>	<b>2</b>	
LARNACA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	23	75	5	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	1	0	80	0	20	0	0	0	9	100	6	3	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	0	40	0	0	25	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	11	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	22	0	0	0	6	13	26	8	
	LUTON	BRITANNIA AIRWAYS	C	D	10	0	0	80	20	0	0	0	0	5	75	12	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	11	0	0	0	6	75	7	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	5	100	3	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	7	0	0	0	-9	90	-5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	13	3	0	0	16	48	20	31	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	40	40	0	0	69	25	29	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	1	50	25	25	0	0	0	17	100	5	5	
	LUTON	CALEDONIAN AIRWAYS	C	A	8	0	2	0	0	38	25	25	13	170	0	296	5	
	LUTON	CALEDONIAN AIRWAYS	C	D	6	1	2	33	0	17	33	17	0	100	0	91	6	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	38	13	13	38	0	0	43	44	11	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	25	13	38	25	0	0	46	67	13	9	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	9	0	0	0	11	44	44	0	0	78	53	20	17	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	8	1	0	13	0	38	38	0	13	188	46	25	13	
	GATWICK	CYPRUS AIRWAYS	S	A	14	0	0	36	14	14	29	7	0	67	53	24	30	
	GATWICK	CYPRUS AIRWAYS	S	D	14	0	0	21	29	7	36	7	0	74	47	27	30	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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
						ARR/ DEP	Plan (8)										
LARNACA	HEATHROW	CYPRUS AIRWAYS	S	A	39	1	0	36	15	15	33	0	0	43	53	35	40
	HEATHROW	CYPRUS AIRWAYS	S	D	39	0	0	64	18	10	8	0	0	22	70	13	40
	LUTON	CYPRUS AIRWAYS	C	A	4	1	0	50	0	0	50	0	0	41	40	37	15
	LUTON	CYPRUS AIRWAYS	C	D	4	1	0	0	25	0	75	0	0	78	27	49	15
	MANCHESTER	CYPRUS AIRWAYS	S	A	12	0	0	58	0	25	8	8	0	34	77	1	13
	MANCHESTER	CYPRUS AIRWAYS	S	D	12	0	0	58	0	8	25	8	0	45	77	13	13
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	11	0	0	0
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	3	0	1	67	0	0	33	0	0	21	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	13	0	0	100	0	0	0	0	0	-10	50	38	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	13	0	0	92	8	0	0	0	0	2	75	19	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	30	0	0	73	13	10	3	0	0	4	38	34	16
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	29	0	1	72	10	10	7	0	0	11	63	25	16
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-16	40	19	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	0	-6	100	3	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	11	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	0	14	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	27	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	25	50	25	0	0	0	28	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	25	0	0	0	15	0	0	0
	LUTON	MONARCH AIRLINES	C	A	13	0	0	85	0	0	15	0	0	11	63	12	16
	LUTON	MONARCH AIRLINES	C	D	13	0	0	62	15	8	15	0	0	24	88	4	17
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	78	11	11	0	0	0	-1	100	-16	5
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	1	83	8	8	0	0	0	6	80	-2	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	0	60	0	0	86	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	40	20	40	0	0	52	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	50	0	25	191	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	0	50	0	112	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	1	38	0	38	25	0	0	37	17	57	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	1	2	88	0	0	13	0	0	9	30	45	10



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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																		
<b>TOTAL LARNACA</b>					<b>522</b>	<b>10</b>	<b>15</b>	<b>59</b>	<b>10</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>57</b>	<b>25</b>	<b>25</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR EUROPA	C	A	5	0	0	60	20	20	0	0	0	12	0	0	0	
	BIRMINGHAM	AIR EUROPA	C	D	5	0	0	60	20	20	0	0	0	13	0	0	0	
	GATWICK	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	GATWICK	AIR EUROPA	C	D	3	0	1	100	0	0	0	0	0	7	75	12	4	
	GLASGOW	AIR EUROPA	C	A	13	0	0	77	0	8	15	0	0	2	20	72	5	
	GLASGOW	AIR EUROPA	C	D	13	1	0	62	0	23	15	0	0	18	20	77	5	
	MANCHESTER	AIR EUROPA	C	A	5	0	0	20	0	60	20	0	0	56	60	52	5	
	MANCHESTER	AIR EUROPA	C	D	5	1	0	0	0	60	40	0	0	74	25	75	4	
	GATWICK	AIR OPERATIONS EUROPE	C	A	5	0	0	100	0	0	0	0	0	-10	0	0	0	
	GATWICK	AIR OPERATIONS EUROPE	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	80	0	0	20	0	0	24	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	80	0	0	0	20	0	32	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	11	0	0	0	5	88	5	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	4	100	2	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	22	0	0	0	14	53	21	17	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	12	75	15	16	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	1	40	19	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	8	100	5	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	100	6	3	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	53	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	79	7	7	7	0	0	5	45	36	20	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	1	77	15	0	8	0	0	15	63	26	19	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-11	25	22	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-1	75	10	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	56	11	22	11	0	0	14	30	27	10	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	67	22	0	11	0	0	13	50	24	10	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	-38	75	-8	8	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	3	100	-1	6	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
LAS PALMAS	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	56	6	19	19	0	0	24	47	39	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	67	0	27	7	0	0	13	50	31	14
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-22	50	21	10
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	-3	70	11	10
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	25	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	1	1	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	18	1	0	72	6	0	22	0	0	16	74	11	19
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	71	0	6	24	0	0	28	83	10	18
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	5	0	0	60	0	20	0	20	0	42	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	5	0	0	60	0	20	0	20	0	51	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	100	0	0	0	0	0	-7	80	5	5
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	100	0	0	0	0	0	-4	80	17	5
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	60	0	0	20	20	0	68	0	17	1
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	60	0	0	20	20	0	77	100	-1	1
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	47	32	11	11	0	0	26	10	61	20
	GATWICK	MONARCH AIRLINES	C	D	19	0	1	79	11	5	5	0	0	15	35	44	20
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-12	80	203	5
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-8	100	-1	5
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	29	29	29	0	14	0	55	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	1	0	50	0	25	25	0	0	29	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	7	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	1	100	0	0	0	0	0	-21	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	1	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	11	11	33	11	0	58	44	195	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	13	25	38	0	0	48	63	14	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	1	0	25	0	0	75	0	0	78	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	0	67	33	0	0	61	0	0	0

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
LAS PALMAS	GLASGOW	OASIS INTERNATIONAL	C	A	10	1	0	70	10	10	10	0	0	6	13	74	8	
	GLASGOW	OASIS INTERNATIONAL	C	D	9	1	0	44	11	33	11	0	0	18	0	88	8	
	MANCHESTER	OASIS INTERNATIONAL	C	A	7	2	0	86	0	0	14	0	0	-4	50	99	10	
	MANCHESTER	OASIS INTERNATIONAL	C	D	9	1	0	78	11	0	11	0	0	-9	18	100	11	
	BIRMINGHAM	SPANAIR	C	A	5	0	0	100	0	0	0	0	0	0	50	68	4	
	BIRMINGHAM	SPANAIR	C	D	5	0	0	100	0	0	0	0	0	3	40	69	5	
	GLASGOW	SPANAIR	C	A	5	0	0	100	0	0	0	0	0	1	20	97	5	
	GLASGOW	SPANAIR	C	D	4	0	0	25	25	50	0	0	0	35	20	89	5	
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	5	0	0	20	40	20	0	20	0	64	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	4	0	0	75	0	25	0	0	0	8	0	0	0	
<b>TOTAL LAS PALMAS</b>					<b>482</b>	<b>11</b>	<b>7</b>	<b>70</b>	<b>7</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>40</b>	<b>40</b>	
LE HAVRE	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	8	0	0	38	38	25	0	0	0	4	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	8	0	0	38	13	0	13	38	0	91	0	0	0	
<b>TOTAL LE HAVRE</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LEEDS BRADFORD	GLASGOW	BMI BRITISH MIDLAND	S	A	52	1	0	85	8	2	6	0	0	9	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	D	52	1	0	90	0	2	8	0	0	9	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	141	0	1	85	6	3	6	0	0	8	83	14	137	
	HEATHROW	BMI BRITISH MIDLAND	S	D	140	0	2	89	5	1	5	0	0	5	92	2	142	
	GATWICK	CITY FLYER EXPRESS	S	A	56	0	0	79	7	9	4	2	0	10	71	18	49	
	GATWICK	CITY FLYER EXPRESS	S	D	56	0	0	82	5	5	5	2	0	10	80	18	50	
<b>TOTAL LEEDS BRADFORD</b>					<b>499</b>	<b>2</b>	<b>3</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>11</b>	<b>11</b>	
LEIPZIG	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	1	74	45	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	97	3	0	0	0	0	0	81	4	31	
	HEATHROW	LUFTHANSA	S	A	45	0	0	64	20	11	4	0	0	17	48	18	27	
	HEATHROW	LUFTHANSA	S	D	27	0	0	85	7	7	0	0	0	5	92	5	25	
<b>TOTAL LEIPZIG</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>19</b>	<b>19</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)												
LEUCHARS																		
LILLE																		
	STANSTED	PROTEUS AIR SYSTEM SA	S	A	24	0	5	83	13	0	4	0	0	12	90	-2	21	
	STANSTED	PROTEUS AIR SYSTEM SA	S	D	19	1	4	79	5	0	16	0	10	81	13	21		
<b>TOTAL LILLE</b>					<b>43</b>	<b>1</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>5</b>	<b>5</b>		
LILONGWE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	60	20	20	0	0	13	80	201	5		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	16	50	9	4		
<b>TOTAL LILONGWE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>116</b>	<b>116</b>		
LINZ																		
<b>TOTAL LINZ</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>11</b>	<b>80</b>	<b>6</b>	<b>6</b>		
LISBON																		
	HEATHROW	AIR PORTUGAL	S	A	91	0	0	86	9	2	3	0	3	86	0	92		
	HEATHROW	AIR PORTUGAL	S	D	90	1	0	86	7	4	3	0	8	88	3	91		
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	80	0	0	0	20	37	0	0	0		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	1	75	0	0	0	25	54	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	62	23	9	4	1	24	82	7	94		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	84	11	4	1	0	6	68	14	94		
	GATWICK	GB AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	14	100	14	1		
	GATWICK	GB AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	3	100	4	1		
<b>TOTAL LISBON</b>					<b>397</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>78</b>	<b>8</b>	<b>8</b>		
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	27	0	0	67	19	7	7	0	18	45	40	22		
	HEATHROW	ADRIA AIRWAYS	S	D	27	0	0	63	22	7	7	0	19	50	45	22		
<b>TOTAL LJUBLJANA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>40</b>	<b>40</b>		
LOS ANGELES INTERNATION																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	58	26	10	3	3	17	71	10	31		
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	90	3	6	0	0	5	84	11	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	10	3	3	0	1	85	-1	62		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
LOS ANGELES INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	11	6	2	0	0	11	74	10	62
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	48	29	13	6	0	3	35	81	-1	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	74	10	6	6	3	0	21	77	10	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	6	0	3	0	0	-17	52	56	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	32	0	3	0	0	16	39	34	31
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>14</b>
LUSAKA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	63	0	38	0	0	0	11	63	10	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	1	0	25	50	13	13	0	0	29	67	11	9
<b>TOTAL LUSAKA</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>49</b>	<b>34</b>	<b>34</b>
LUTON																	
<b>TOTAL LUTON</b>					<b>2</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>67</b>	<b>-2</b>	<b>-2</b>
LUXEMBOURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	70	19	7	4	0	0	11	85	20	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	93	4	0	4	0	0	3	100	2	26
	HEATHROW	LUXAIR	S	A	57	0	0	72	18	9	2	0	0	12	72	11	57
	HEATHROW	LUXAIR	S	D	57	0	0	84	9	5	2	0	0	4	86	1	57
	MANCHESTER	LUXAIR	S	A	22	0	0	77	18	5	0	0	0	8	0	0	0
	MANCHESTER	LUXAIR	S	D	22	0	0	100	0	0	0	0	0	-3	0	0	0
	STANSTED	LUXAIR	S	A	27	1	0	67	30	4	0	0	0	12	88	7	26
	STANSTED	LUXAIR	S	D	27	0	0	93	4	0	0	4	0	9	96	0	26
<b>TOTAL LUXEMBOURG</b>					<b>266</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>6</b>
LUXOR																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	22	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	HEATHROW	EGYPT AIR	S	A	5	0	0	100	0	0	0	0	0	-18	0	74	5
	HEATHROW	EGYPT AIR	S	D	5	0	0	80	0	0	20	0	0	29	20	43	5
	GATWICK	EXCALIBUR AIRWAYS	C	A	6	0	0	50	17	0	33	0	0	43	50	55	4
	GATWICK	EXCALIBUR AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	6	0	92	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)
LUXOR																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	27	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	20	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	100	0	0	0	0	0	-3	60	18	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10	100	-2	5	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	22	22	33	22	0	0	44	40	35	5	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	33	22	33	11	0	0	33	80	15	5	
<b>TOTAL LUXOR</b>					<b>64</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>13</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>46</b>	<b>46</b>	
LYON																		
	HEATHROW	AIR FRANCE	S	A	80	0	4	68	19	13	1	0	0	10	71	9	56	
	HEATHROW	AIR FRANCE	S	D	80	0	4	81	6	9	4	0	0	8	86	2	56	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	29	0	2	83	3	10	3	0	0	11	73	18	55	
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	30	0	1	80	0	13	7	0	0	11	81	15	54	
	MANCHESTER	AIR LITTORAL	S	A	39	0	1	90	5	3	3	0	0	-2	83	1	40	
	MANCHESTER	AIR LITTORAL	S	D	39	0	1	87	3	5	5	0	0	0	80	4	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	83	10	5	1	1	0	6	79	7	68	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	1	84	10	4	2	0	0	4	87	11	68	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	28	0	3	89	4	4	4	0	0	1	96	-9	25	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	29	0	2	72	10	14	0	3	0	15	80	7	25	
<b>TOTAL LYON</b>					<b>538</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>8</b>	<b>8</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
MAASTRICHT																		
	GATWICK	B A S E BUSINESS AIRLINES	S	A	49	0	2	59	27	4	10	0	0	21	78	19	45	
	GATWICK	B A S E BUSINESS AIRLINES	S	D	49	0	2	71	14	2	12	0	0	22	82	19	44	
	STANSTED	KLM EXEL	S	A	70	1	5	89	6	3	3	0	0	8	83	14	72	
	STANSTED	KLM EXEL	S	D	71	0	4	89	3	6	3	0	0	7	82	14	72	
<b>TOTAL MAASTRICHT</b>					<b>239</b>	<b>1</b>	<b>13</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>17</b>	<b>17</b>	
MADRAS/CHENNAI																		
	HEATHROW	AIR INDIA	S	A	9	0	0	78	0	22	0	0	0	14	0	0	0	
	HEATHROW	AIR INDIA	S	D	9	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	1	100	0	0	0	0	0	-13	71	57	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	62	0	0	0	0	16	62	11	13	
<b>TOTAL MADRAS/CHENNAI</b>					<b>43</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>35</b>	<b>35</b>	
MADRID																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	67	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	38	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	82	10	3	5	0	0	5	77	11	93	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	82	11	4	3	0	0	10	89	5	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	74	12	9	4	0	1	23	59	16	96	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	69	16	9	5	0	1	20	64	15	96	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	27	0	0	85	7	4	0	4	0	8	96	-5	26	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	0	85	4	7	0	4	0	12	100	0	26	
	GATWICK	IBERIA	S	A	56	0	1	80	14	2	4	0	0	10	0	0	0	
	GATWICK	IBERIA	S	D	56	0	1	91	4	2	4	0	0	6	0	0	0	
	HEATHROW	IBERIA	S	A	149	0	1	84	7	7	2	1	0	3	90	-3	150	
	HEATHROW	IBERIA	S	D	149	0	1	87	5	5	2	1	0	5	92	-1	149	
	MANCHESTER	IBERIA	S	A	3	0	0	100	0	0	0	0	0	-2	100	-11	31	
	MANCHESTER	IBERIA	S	D	3	0	0	67	33	0	0	0	0	10	84	1	31	
	STANSTED	KLM UK LTD	S	A	31	0	0	71	3	13	13	0	0	13	0	0	0	
	STANSTED	KLM UK LTD	S	D	31	0	0	71	10	10	10	0	0	15	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)											
MADRID																		
	GATWICK	SPANAIR	C	A	9	0	0	56	11	22	11	0	0	24	44	15	9	
	GATWICK	SPANAIR	C	D	9	0	0	56	33	11	0	0	0	15	67	12	9	
	GATWICK	TRANSAER	C	A	2	0	0	0	0	50	50	0	0	64	0	0	0	
	GATWICK	TRANSAER	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0	
	GATWICK	VIVA	C	A	2	0	0	0	0	100	0	0	0	52	0	0	0	
<b>TOTAL MADRID</b>					<b>932</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>7</b>	<b>7</b>	
MAHON																		
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	0	33	0	67	0	0	0	27	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	0	0	0	100	0	0	0	49	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	3	0	1	67	0	33	0	0	0	7	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	-17	33	35	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	12	0	0	75	17	8	0	0	0	7	38	26	13	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	2	2	89	11	0	0	0	0	5	50	14	10	
	GATWICK	BRITANNIA AIRWAYS	C	A	20	0	1	65	20	10	5	0	0	16	61	18	28	
	GATWICK	BRITANNIA AIRWAYS	C	D	15	0	1	67	13	13	7	0	0	19	79	12	24	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	0	0	25	107	25	30	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	0	0	0	33	155	67	13	3	
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	13	0	0	0	-1	67	9	9	
	LUTON	BRITANNIA AIRWAYS	C	D	6	0	0	83	0	17	0	0	0	11	75	11	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	20	0	0	90	10	0	0	0	0	-3	39	40	23	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	0	1	94	6	0	0	0	0	5	50	44	20	
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	-10	50	40	10	
	STANSTED	BRITANNIA AIRWAYS	C	D	6	0	1	100	0	0	0	0	0	3	63	41	8	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	0	20	20	0	86	29	66	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	27	50	27	6	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	-4	0	0	0	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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																		
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	26	100	0	2	
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	3	0	0	33	0	33	33	0	0	30	100	8	1	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	-5	57	32	7		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	7	0	2	86	0	0	0	14	0	37	71	18	7	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	67	17	0	8	8	0	36	62	17	21	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	1	82	9	9	0	0	7	81	9	16		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	18	75	12	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	67	0	0	33	0	28	67	15	3		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	-5	75	26	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	75	0	25	0	0	11	67	22	3		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	1	89	0	0	11	0	14	50	28	18		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	4	100	0	0	0	0	-2	80	12	15		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	-17	80	6	5		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	100	0	0	0	0	4	100	1	4		
	GATWICK	GB AIRWAYS LTD	C	A	2	0	1	50	0	50	0	0	20	0	0	0		
	GATWICK	GB AIRWAYS LTD	C	D	2	0	1	50	50	0	0	0	9	0	0	0		
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	4	0	0	25	50	25	0	0	19	25	62	4		
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	4	50	46	4		
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	0	75	0	0	34	30	21	10		
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	50	0	0	0	8	70	22	10		
	MANCHESTER	LEISURE INTERNATIONAL	C	A	7	0	0	29	29	29	0	14	54	25	36	4		
	MANCHESTER	LEISURE INTERNATIONAL	C	D	6	0	0	50	33	0	0	17	64	50	12	4		
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	50	50	0	0	0	18	67	27	6		
	STANSTED	LEISURE INTERNATIONAL	C	D	3	0	0	100	0	0	0	0	1	100	3	6		
	BIRMINGHAM	MONARCH AIRLINES	C	A	6	0	0	33	50	17	0	0	14	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	D	6	0	0	50	50	0	0	0	17	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	38	38	8	15	0	26	25	29	12		
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	69	8	15	8	0	14	55	25	11		
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	16	0	37	4		
	LUTON	MONARCH AIRLINES	S	A	9	0	0	89	11	0	0	0	3	67	12	9		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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)											
MAHON	LUTON	MONARCH AIRLINES	S	D	9	0	0	78	22	0	0	0	0	7	78	2	9
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	18	25	32	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	8	31	40	16
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	9	33	29	15
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	8	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	13	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	67	8	8	17	0	0	19	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	1	56	11	22	11	0	0	18	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	0	48	10	14	19	10	0	56	25	46	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	1	13	31	13	19	25	0	86	17	60	6
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	25	0	13	0	0	17	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	0	0	17	0	0	16	0	0	0
	GLASGOW	SPANAIR	C	A	4	0	0	25	0	75	0	0	0	34	0	85	4
	GLASGOW	SPANAIR	C	D	3	0	1	33	33	33	0	0	0	26	0	52	3
	GATWICK	TRANSAER	C	A	3	0	0	100	0	0	0	0	0	-3	0	0	0
	GATWICK	TRANSAER	C	D	3	0	1	33	33	33	0	0	0	29	0	0	0
	MANCHESTER	TRANSAER	C	A	6	0	0	67	0	0	33	0	0	33	100	-18	2
	MANCHESTER	TRANSAER	C	D	5	0	0	60	20	0	20	0	0	30	100	-12	2
<b>TOTAL MAHON</b>					<b>468</b>	<b>2</b>	<b>26</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>27</b>	<b>27</b>
MALAGA	GATWICK	AIR ATLANTA ICELANDIC	C	D	2	0	0	0	0	50	50	0	0	79	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	5	0	0	20	0	20	60	0	0	62	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	5	0	0	0	20	20	60	0	0	72	0	0	0
	GLASGOW	AIR EUROPA	C	A	4	0	0	50	25	0	25	0	0	35	0	0	0
	GLASGOW	AIR EUROPA	C	D	4	0	0	25	0	0	75	0	0	68	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	6	0	2	50	17	0	17	17	0	58	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	1	60	0	20	20	0	0	17	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	3	1	0	33	0	33	33	0	0	36	56	21	18

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)
MALAGA	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	50	0	50	0	0	0	16	50	22	18
	GATWICK	AIR OPERATIONS EUROPE	C	A	15	1	4	47	33	13	7	0	0	18	0	264	2
	GATWICK	AIR OPERATIONS EUROPE	C	D	14	1	3	93	7	0	0	0	2	0	317	2	
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	3	0	0	0	0	0	100	0	0	89	50	89	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	63	13	13	13	0	0	29	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	63	13	13	13	0	0	28	0	0	0
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	6	1	0	67	17	17	0	0	0	12	0	0	0
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	-2	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	-19	60	3	5
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	9	60	13	5
	GATWICK	BRITANNIA AB	C	A	3	0	0	33	0	33	0	0	33	140	0	0	0
	GATWICK	BRITANNIA AB	C	D	3	0	0	33	33	0	0	0	33	131	0	0	0
	MANCHESTER	BRITANNIA AB	C	A	13	0	0	85	0	0	15	0	0	2	0	0	0
	MANCHESTER	BRITANNIA AB	C	D	13	0	0	69	0	15	15	0	0	27	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	16	56	138	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	11	0	0	14	78	9	9
	GATWICK	BRITANNIA AIRWAYS	C	A	15	0	0	73	13	13	0	0	0	11	18	31	11
	GATWICK	BRITANNIA AIRWAYS	C	D	15	0	0	93	7	0	0	0	0	4	50	24	10
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	26	20	37	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	1	75	25	0	0	0	0	11	60	30	5
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-2	80	8	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	80	8	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	69	15	8	8	0	0	20	0	94	14
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	85	0	8	8	0	0	15	7	78	14
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	80	10	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	80	16	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	70	0	0	59	27	4	9	1	0	20	76	12	71
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	70	0	0	61	19	13	7	0	0	19	77	15	71

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)
MALAGA	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	2	100	-9	14
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	8	0	0	0	4	86	6	14
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	65	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	2	100	0	0	0	0	0	1	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	63	0	25	13	0	0	35	42	80	19
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	63	0	25	13	0	0	37	39	73	18
	GATWICK	EXCALIBUR AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	5	0	0	0
	GATWICK	EXCALIBUR AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-15	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	-8	100	-9	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	-5	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	67	22	6	0	6	0	16	55	14	20
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	82	12	0	0	6	0	13	72	9	18
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	92	0	0	8	0	0	4	33	17	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	6	44	21	9
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-2	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	73	18	0	5	0	5	36	73	13	37
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	21	0	0	76	5	5	10	0	5	41	76	13	34
	HEATHROW	IBERIA	S	A	3	0	0	100	0	0	0	0	0	5	0	0	0
	HEATHROW	IBERIA	S	D	3	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	7	0	1	14	29	14	43	0	0	61	60	10	10
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	8	0	0	50	0	25	25	0	0	40	70	18	10
	GATWICK	LEISURE INTERNATIONAL	C	A	18	0	0	89	6	0	0	6	0	16	41	44	22
	GATWICK	LEISURE INTERNATIONAL	C	D	18	0	0	100	0	0	0	0	0	4	41	40	22
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	1	1	50	0	0	50	0	0	38	42	32	12
	STANSTED	LEISURE INTERNATIONAL	C	A	6	0	0	17	17	67	0	0	0	29	33	62	3
	STANSTED	LEISURE INTERNATIONAL	C	D	6	0	0	17	33	50	0	0	0	28	67	27	3
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	0	0	80	20	0	0	48	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)											
MALAGA	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	20	40	40	0	0	0	29	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	28	0	0	50	4	18	21	7	0	48	23	49	30
	GATWICK	MONARCH AIRLINES	C	D	28	0	0	57	11	7	18	7	0	37	38	52	29
	LUTON	MONARCH AIRLINES	S	A	18	0	0	78	6	6	11	0	0	10	50	13	14
	LUTON	MONARCH AIRLINES	S	D	18	0	0	72	17	11	0	0	0	9	36	27	14
	MANCHESTER	MONARCH AIRLINES	C	A	37	0	0	57	16	19	5	3	0	24	20	49	15
	MANCHESTER	MONARCH AIRLINES	C	D	37	0	0	78	11	3	8	0	0	9	78	37	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	0	26	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	7	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	1	43	36	14	7	0	0	28	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	1	1	85	8	0	8	0	0	12	0	0	0
	BIRMINGHAM	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	-7	67	48	3
	BIRMINGHAM	SPANAIR	C	D	4	0	0	100	0	0	0	0	0	11	0	72	3
	GLASGOW	SPANAIR	C	A	5	0	0	80	0	20	0	0	0	-1	40	42	5
	GLASGOW	SPANAIR	C	D	5	0	0	80	20	0	0	0	0	7	40	45	5
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	3	0	0	67	0	0	0	33	0	79	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	5	1	0	80	0	0	20	0	0	32	0	0	0
	GATWICK	TRANSAER	C	A	6	0	1	83	0	0	0	17	0	36	0	0	0
	GATWICK	TRANSAER	C	D	7	0	1	57	14	0	14	14	0	49	0	0	0
	MANCHESTER	TRANSAER	C	A	2	1	0	50	0	50	0	0	0	24	25	49	4
	MANCHESTER	TRANSAER	C	D	2	0	0	0	50	0	50	0	0	81	25	40	4
	GATWICK	VIVA	C	A	8	0	0	75	0	13	0	13	0	21	0	0	0
	GATWICK	VIVA	S	A	28	0	0	86	11	4	0	0	0	4	86	2	29
	GATWICK	VIVA	C	D	7	0	1	71	14	0	14	0	0	22	0	0	0
	GATWICK	VIVA	S	D	28	0	0	96	4	0	0	0	0	2	93	6	29
	GLASGOW	VIVA	C	A	5	0	0	80	0	20	0	0	0	-3	0	0	0
	GLASGOW	VIVA	C	D	5	0	0	80	0	20	0	0	0	-3	0	0	0
	HEATHROW	VIVA	S	A	28	0	0	50	43	0	7	0	0	20	65	16	31
	HEATHROW	VIVA	S	D	28	0	0	82	4	4	7	4	0	17	87	-3	31
	MANCHESTER	VIVA	C	A	7	0	0	71	29	0	0	0	0	5	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
MALAGA	MANCHESTER	VIVA	C	D	4	3	0	75	25	0	0	0	0	11	0	0	0	
<b>TOTAL MALAGA</b>					<b>1057</b>	<b>14</b>	<b>24</b>	<b>70</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>32</b>	<b>32</b>	
MALE INTERNATIONAL	GATWICK	CALEDONIAN AIRWAYS	C	A	4	1	0	100	0	0	0	0	0	-15	100	-35	1	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	75	58	4	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	2	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0	
<b>TOTAL MALE INTERNATIONAL</b>					<b>13</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>80</b>	<b>39</b>	<b>39</b>	
MALMO																		
MALTA	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-3	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	1	100	0	0	0	0	0	-7	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-15	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0	
	BIRMINGHAM	AIR MALTA	C	A	4	1	1	75	25	0	0	0	0	11	67	10	12	
	BIRMINGHAM	AIR MALTA	S	A	8	0	0	50	13	38	0	0	0	15	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	60	0	20	20	0	0	20	67	30	12	
	BIRMINGHAM	AIR MALTA	S	D	8	0	0	50	13	25	13	0	0	21	0	0	0	
	GATWICK	AIR MALTA	S	A	31	0	0	84	6	6	3	0	0	0	67	21	49	
	GATWICK	AIR MALTA	S	D	30	0	0	60	20	17	3	0	0	14	57	26	49	
	GLASGOW	AIR MALTA	S	A	8	0	0	13	25	63	0	0	0	31	75	29	4	
	GLASGOW	AIR MALTA	C	A	14	2	1	64	0	14	21	0	0	20	70	10	23	
	GLASGOW	AIR MALTA	C	D	15	2	0	33	13	33	20	0	0	39	48	29	21	
	GLASGOW	AIR MALTA	S	D	8	0	0	13	25	50	13	0	0	39	25	50	4	
	HEATHROW	AIR MALTA	S	A	62	0	0	37	29	19	11	3	0	33	56	25	70	
	HEATHROW	AIR MALTA	S	D	62	0	0	27	24	31	15	3	0	42	41	31	70	
	LUTON	AIR MALTA	C	A	3	2	1	33	0	67	0	0	0	26	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						OCT 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)												
MALTA																		
	LUTON	AIR MALTA	C	D	5	0	0	40	0	20	40	0	0	44	0	0	0	
	MANCHESTER	AIR MALTA	S	A	21	0	0	67	10	14	5	0	5	19	92	1	13	
	MANCHESTER	AIR MALTA	C	A	5	0	0	80	0	0	20	0	0	11	47	50	17	
	MANCHESTER	AIR MALTA	S	D	21	0	0	48	33	10	5	0	5	36	50	17	14	
	MANCHESTER	AIR MALTA	C	D	4	1	1	100	0	0	0	0	0	-8	35	48	17	
	STANSTED	AIR MALTA	C	A	4	0	0	75	0	25	0	0	0	2	100	1	5	
	STANSTED	AIR MALTA	C	D	4	0	0	75	0	25	0	0	0	8	60	17	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	20	20	40	0	20	0	72	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	1	50	25	0	0	25	0	57	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	25	0	0	0	14	60	7	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	7	0	1	86	14	0	0	0	0	5	50	29	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	44	33	11	0	0	31	56	18	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	8	88	10	8	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	15	25	66	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	20	75	18	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	9	38	34	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	-4	83	14	12	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-6	75	26	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	6	100	4	3	
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	0	57	14	14	0	14	0	39	86	5	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	33	17	0	33	17	0	63	83	10	6	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	0	40	20	0	104	60	11	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	49	60	12	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-14	100	-16	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	-4	100	-9	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	10	11	38	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	9	67	26	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	25	38	25	13	0	0	35	64	21	11	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	13	25	13	0	0	29	64	16	11	
	GATWICK	GB AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	-10	0	54	1	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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																		
	GATWICK	GB AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	100	5	1	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	40	40	20	0	0	59	21	36	14	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	39	79	14	14	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	100	0	0	0	0	24	33	55	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	1	40	20	20	20	0	0	37	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	1	40	40	20	0	0	0	20	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	0	22	11	22	0	74	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	1	44	11	11	11	22	0	74	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	20	0	0	0	12	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-2	0	0	0	
<b>TOTAL MALTA</b>					<b>528</b>	<b>10</b>	<b>11</b>	<b>52</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>25</b>	<b>25</b>	
MANCHESTER																		
	GLASGOW	AIR CANADA	S	A	18	0	0	78	17	6	0	0	0	4	81	7	16	
	GLASGOW	AIR CANADA	S	D	18	0	0	83	11	6	0	0	0	-8	79	2	14	
	GLASGOW	BMI REGIONAL	S	A	63	1	7	71	14	8	6	0	0	12	67	19	3	
	GLASGOW	BMI REGIONAL	S	D	65	0	6	94	2	2	3	0	0	4	100	4	3	
	GATWICK	BRITANNIA AB	C	A	2	0	0	100	0	0	0	0	0	-28	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	1	85	8	0	8	0	0	12	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	18	2	3	83	6	6	6	0	0	-12	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	1	1	100	0	0	0	0	0	-13	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	161	0	0	87	10	3	0	0	0	4	90	4	115	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	161	0	0	85	9	5	1	0	0	6	91	2	115	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	113	0	1	85	11	4	0	0	0	6	82	7	89	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	115	0	0	97	2	2	0	0	0	1	93	1	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	303	10	8	81	10	5	5	0	0	9	79	9	308	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	305	12	0	87	7	5	1	0	0	5	83	5	309	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	65	0	2	94	3	0	3	0	0	0	90	4	62	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	65	0	2	94	5	2	0	0	0	-2	90	3	62	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	50	50	0	0	0	0	17	78	0	9
	GATWICK	EXCALIBUR AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	10	0	89	4
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	22	25	85	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	75	25	0	0	0	0	12	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	1	0	40	20	20	20	0	0	23	67	8	3
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	-13	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	2	0	75	25	0	0	0	0	8	0	21	1
	GATWICK	MONARCH AIRLINES	C	D	2	2	2	50	50	0	0	0	0	-2	100	-35	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	1	100	0	0	0	0	0	6	20	33	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	0	13	13	75	0	0	75	50	24	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	23	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	50	50	0	0	68	0	0	0
<b>TOTAL MANCHESTER</b>					<b>1544</b>	<b>45</b>	<b>42</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>9</b>
MANILA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	44	39	11	0	0	6	73	70	5	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	61	22	6	11	0	0	21	80	11	15
	GATWICK	PHILIPPINE AIRLINES	S	A	13	1	0	0	0	8	15	38	38	336	0	171	12
	GATWICK	PHILIPPINE AIRLINES	S	D	12	2	0	0	0	17	42	25	17	179	25	72	12
<b>TOTAL MANILA</b>					<b>61</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>18</b>	<b>10</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>134</b>	<b>45</b>	<b>64</b>	<b>64</b>
MARRAKESH																	
	HEATHROW	GB AIRWAYS LTD	S	A	8	0	1	75	13	13	0	0	0	0	0	0	0
	HEATHROW	GB AIRWAYS LTD	S	D	9	0	0	78	11	0	11	0	0	18	0	0	0
<b>TOTAL MARRAKESH</b>					<b>18</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>3</b>	<b>3</b>
MARSEILLE																	
	GATWICK	AIR FRANCE	S	A	16	0	2	94	0	6	0	0	0	-4	0	0	0
	GATWICK	AIR FRANCE	S	D	16	0	2	69	19	13	0	0	0	12	0	0	0
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	88	0	2	83	7	6	5	0	0	5	82	3	85
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	88	0	2	76	15	3	6	0	0	13	86	10	88

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
MARSEILLE	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	67	33	0	0	0	0	4	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	67	0	33	0	0	0	13	0	0	0
<b>TOTAL MARSEILLE</b>					<b>216</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>5</b>	<b>5</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	9	0	0	56	22	11	0	11	0	41	56	10	9
	HEATHROW	AIR MAURITIUS LTD	S	D	9	0	1	44	33	11	11	0	0	23	33	20	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	0	0	0	11	38	78	9	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	0	11	0	0	11	67	24	9
<b>TOTAL MAURITIUS</b>					<b>36</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>28</b>	<b>58</b>	<b>16</b>	<b>16</b>
MELBOURNE	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	0	17	17	47	17	3	0	47	53	98	19
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	38	41	22	0	0	0	20	64	14	22
	HEATHROW	QANTAS	S	A	31	0	0	42	23	26	10	0	0	23	61	19	31
	HEATHROW	QANTAS	S	D	32	0	0	53	22	16	6	3	0	31	35	30	31
<b>TOTAL MELBOURNE</b>					<b>125</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>26</b>	<b>27</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>30</b>	<b>30</b>
METZ																	
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-22	85	131	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	31	0	0	0	0	9	54	13	13
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>69</b>	<b>72</b>	<b>72</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	77	6	10	6	0	0	2	93	-8	30
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	81	10	10	0	0	0	11	87	7	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	3	3	3	0	9	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	42	29	16	13	0	0	25	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	6	0	0	0	-8	81	10	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	6	3	0	0	14	66	31	61
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	0	0	59	23	5	5	9	0	37	30	69	23
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	21	1	0	81	10	0	5	5	0	19	32	64	22

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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)												
MIAMI INTERNATIONAL																		
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>229</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>24</b>	<b>24</b>	
MIKONOS																		
	GATWICK	GB AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	14	0	40	1	
<b>TOTAL MIKONOS</b>					<b>3</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>45</b>	<b>45</b>		
MILAN (LINATE)																		
	HEATHROW	ALITALIA	S	A	177	0	9	35	21	16	22	5	0	48	68	15	120	
	HEATHROW	ALITALIA	S	D	178	1	7	35	21	19	20	4	0	47	70	15	118	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	32	19	19	23	6	0	49	75	4	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	52	6	26	13	3	0	33	75	12	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	33	23	21	22	2	0	39	49	28	122	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	46	18	25	11	0	0	26	75	13	122	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	53	0	0	55	15	9	17	4	0	33	71	15	52	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	53	0	0	47	25	15	9	4	0	32	83	14	52	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	49	0	0	37	24	18	18	2	0	38	62	14	45	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	50	0	0	36	28	18	16	2	0	37	84	7	45	
	GATWICK	EUROPEAN AIR CHARTER	C	A	9	0	0	0	0	33	56	11	0	111	0	26	1	
	GATWICK	EUROPEAN AIR CHARTER	C	D	9	0	0	44	22	11	11	11	0	49	0	23	1	
	STANSTED	KLM UK LTD	S	A	55	0	2	22	27	16	31	4	0	51	72	15	29	
	STANSTED	KLM UK LTD	S	D	56	0	1	36	25	20	18	2	0	37	72	17	29	
<b>TOTAL MILAN (LINATE)</b>					<b>999</b>	<b>1</b>	<b>19</b>	<b>37</b>	<b>21</b>	<b>19</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>68</b>	<b>17</b>	<b>17</b>	
MILAN (MALPENSA)																		
	MANCHESTER	LAUDA-AIR	S	A	24	0	0	71	8	8	13	0	0	18	0	0	0	
	MANCHESTER	LAUDA-AIR	S	D	24	0	0	75	17	0	8	0	0	14	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	7	0	0	29	14	29	29	0	0	52	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	7	0	0	43	14	14	29	0	0	33	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>					<b>74</b>	<b>2</b>	<b>1</b>	<b>61</b>	<b>14</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>49</b>	<b>49</b>	

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)												
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	87	0	6	6	0	0	0	61	31	31	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	77	13	6	0	3	0	15	87	14	31	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>23</b>	<b>23</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	100	0	0	0	0	0	-16	0	0	0	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL MINSK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MITILINI																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	24	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	5	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	47	0	30	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-21	0	35	2	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	25	50	0	137	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	1	33	0	33	33	0	0	55	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	75	25	0	0	55	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	100	0	0	0	0	26	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	50	50	0	135	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	13	0	0	0	
<b>TOTAL MITILINI</b>					<b>45</b>	<b>0</b>	<b>3</b>	<b>49</b>	<b>11</b>	<b>20</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>40</b>	<b>35</b>	<b>28</b>	<b>28</b>	
MOMBASA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	11	100	-25	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	1	100	0	0	0	0	0	5	50	36	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	0	50	0	105	100	-7	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	0	50	0	114	40	14	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	44	22	33	0	0	0	17	11	265	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	13	80	21	10	

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MOMBASA																		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	25	33	256	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	80	2	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	20	40	20	0	0	40	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	8	0	0	0	
	HEATHROW	KENYA AIRWAYS	S	A	3	1	0	67	0	0	33	0	0	55	0	0	0	
	HEATHROW	KENYA AIRWAYS	S	D	11	0	0	64	27	9	0	0	0	12	73	8	11	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	0	40	0	0	47	60	6	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	0	20	60	0	0	73	80	10	5	
<b>TOTAL MOMBASA</b>					<b>75</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>61</b>	<b>69</b>	<b>69</b>	
MONASTIR																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-14	0	45	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	100	10	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	11	0	0	0	12	60	42	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	9	80	8	5	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-23	100	5	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-12	100	3	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-7	25	25	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	50	16	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	6	56	36	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	1	88	0	13	0	0	0	2	67	22	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-16	100	-3	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	-3	100	-4	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	0	40	60	0	0	0	34	40	16	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	8	80	6	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	30	20	27	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	100	-1	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	26	20	53	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	-1	60	39	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	20	80	0	0	92	0	102	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	40	20	0	0	48	40	66	5	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	0	20	40	0	0	42	0	76	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	15	60	34	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	45	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	39	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	22	0	0	30	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	11	67	0	22	0	0	42	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	1	78	0	11	11	0	0	8	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	1	78	0	11	11	0	0	16	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	20	40	0	0	74	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	40	40	0	0	60	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	A	3	1	0	0	100	0	0	0	0	20	100	-4	7
<b>TOTAL MONASTIR</b>					<b>181</b>	<b>2</b>	<b>3</b>	<b>65</b>	<b>12</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>34</b>	<b>34</b>
MONTEGO BAY	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	8	46	15	31	0	0	51	43	127	14
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	-6	25	62	4
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	9	60	17	5
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	40	0	20	20	20	0	84	50	39	2
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	60	0	0	20	20	0	89	20	35	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	80	0	0	99	20	30	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	1	56	22	22	0	0	0	17	60	43	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	1	0	0	0	25	75	0	0	70	0	139	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	1	89	11	0	0	0	0	7	60	62	5
<b>TOTAL MONTEGO BAY</b>					<b>60</b>	<b>1</b>	<b>2</b>	<b>47</b>	<b>15</b>	<b>13</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>41</b>	<b>67</b>	<b>67</b>
MONTPELLIER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	1	67	17	10	3	3	0	22	71	15	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	1	73	13	10	0	3	0	19	77	9	31
<b>TOTAL MONTPELLIER</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>12</b>	<b>12</b>
MONTREAL (MIRABEL)																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
MONTREAL (MIRABEL)																		
	HEATHROW	AIR CANADA		S D	3	0	0	0	67	33	0	0	0	28	0	0	0	
<b>TOTAL MONTREAL (MIRABEL)</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MORA																		
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT		S A	43	1	1	42	40	14	5	0	0	21	44	39	45	
	HEATHROW	AEROFLOT		S D	44	0	1	80	16	2	2	0	0	11	69	12	45	
	MANCHESTER	AEROFLOT		S A	5	0	0	40	20	20	20	0	0	23	56	7	9	
	MANCHESTER	AEROFLOT		S D	5	0	0	80	0	20	0	0	0	6	100	0	9	
	GATWICK	AJT AIR INTERNATIONAL		C A	4	0	5	25	25	50	0	0	0	31	0	0	0	
	GATWICK	AJT AIR INTERNATIONAL		C D	4	0	5	75	25	0	0	0	0	2	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	23	0	0	78	17	4	0	0	0	5	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	23	0	0	91	9	0	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	39	0	0	69	15	8	8	0	0	18	54	24	37	
	HEATHROW	BRITISH AIRWAYS PLC		S D	39	0	0	85	10	3	3	0	0	9	62	21	37	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>229</b>	<b>3</b>	<b>12</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>23</b>	<b>23</b>	
MULHOUSE HABSHEIM																		
MUMBAI																		
	HEATHROW	AIR INDIA		S A	53	1	2	26	13	19	26	6	9	123	37	55	46	
	HEATHROW	AIR INDIA		S D	51	2	2	14	8	29	35	2	12	152	22	133	49	
	HEATHROW	BRITISH AIRWAYS PLC		S A	18	0	0	28	0	11	61	0	0	42	85	5	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	67	22	11	0	0	0	12	92	5	13	
<b>TOTAL MUMBAI</b>					<b>140</b>	<b>3</b>	<b>4</b>	<b>27</b>	<b>11</b>	<b>21</b>	<b>31</b>	<b>3</b>	<b>8</b>	<b>109</b>	<b>42</b>	<b>76</b>	<b>76</b>	
MUNICH																		
	BIRMINGHAM	BRITISH AIRWAYS PLC		S A	31	0	0	97	0	0	3	0	0	-8	97	-7	31	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S D	31	0	0	77	19	0	3	0	0	9	84	7	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	146	0	0	87	7	5	1	0	0	4	85	4	145	
	HEATHROW	BRITISH AIRWAYS PLC		S D	146	0	0	87	8	3	3	0	0	5	81	9	145	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	31	0	0	84	10	6	0	0	0	7	97	1	31	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)												
MUNICH																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	74	23	3	0	0	0	10	90	7	31	
	GATWICK	DEUTSCHE BA	S	A	62	0	0	52	15	31	3	0	0	23	0	0	0	
	GATWICK	DEUTSCHE BA	S	D	62	0	0	87	8	2	3	0	0	9	0	0	0	
	STANSTED	KLM UK LTD	S	A	52	0	1	87	6	6	2	0	0	3	80	9	50	
	STANSTED	KLM UK LTD	S	D	51	1	1	92	6	2	0	0	0	3	84	8	51	
	HEATHROW	LUFTHANSA	S	A	134	0	21	66	17	11	6	0	0	12	79	9	140	
	HEATHROW	LUFTHANSA	S	D	128	0	0	82	7	8	3	0	0	8	88	7	129	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	6	0	0	83	0	0	17	0	0	16	0	0	0	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	6	0	0	83	0	17	0	0	0	6	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	54	0	0	56	22	17	6	0	0	17	92	-1	26	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	53	0	0	81	6	9	4	0	0	8	100	1	26	
<b>TOTAL MUNICH</b>					<b>1025</b>	<b>1</b>	<b>23</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>6</b>	
MUNSTER-OSNABRUCK																		
MURCIA SAN JAVIER																		
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	21	46	30	13	
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	0	0	75	25	0	0	74	23	33	13	
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	3	1	0	33	33	33	0	0	0	18	0	0	0	
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	3	0	0	33	33	33	0	0	0	30	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	25	25	50	0	0	0	25	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	8	1	0	38	0	38	13	13	0	48	0	0	0	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>30</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>20</b>	<b>43</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>30</b>	<b>41</b>	<b>41</b>	
MUSCAT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	93	7	0	0	0	0	-2	97	-6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	13	13	3	0	0	14	87	8	31	
	HEATHROW	GULF AIR	S	A	39	0	0	69	8	13	10	0	0	15	68	5	53	
	HEATHROW	GULF AIR	S	D	25	0	0	84	12	4	0	0	0	5	81	5	37	
<b>TOTAL MUSCAT</b>					<b>125</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>3</b>	<b>3</b>	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)												
NAGOYA (AFB)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	13	50	25	13	0	0	34	44	26	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	0	4	100	2	8	
<b>TOTAL NAGOYA (AFB)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>15</b>	<b>15</b>	
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	11	0	0	11	60	19	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	25	25	38	13	0	0	36	44	18	9	
	HEATHROW	KENYA AIRWAYS	S	A	29	0	0	72	7	10	10	0	0	9	29	121	35	
	HEATHROW	KENYA AIRWAYS	S	D	20	1	0	70	10	5	10	5	0	21	60	120	20	
<b>TOTAL NAIROBI</b>					<b>68</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>93</b>	<b>93</b>	
NANTES																		
	GATWICK	BRIT AIR	S	A	60	0	2	68	20	10	2	0	0	14	74	13	35	
	GATWICK	BRIT AIR	S	D	61	0	1	84	7	8	2	0	0	10	71	10	35	
<b>TOTAL NANTES</b>					<b>121</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>8</b>	<b>8</b>	
NAPLES																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	25	25	25	0	25	133	0	0	0	
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	1	67	0	0	33	0	0	30	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	67	25	23	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	50	100	3	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	33	11	0	0	36	78	11	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	11	0	0	15	89	7	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	43	0	57	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	10	50	30	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	33	50	84	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	69	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	30	44	36	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	7	78	18	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	76	15	5	5	0	0	9	77	12	62	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
NAPLES	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	79	11	6	3	0	0	9	87	11	62	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	25	25	50	0	0	78	50	67	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	33	0	33	33	0	0	44	100	6	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	37	25	68	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	67	0	33	0	0	0	17	33	47	3	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	0	38	25	38	0	0	49	20	86	5	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	13	25	0	0	0	17	60	11	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	22	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	23	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	25	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	-6	0	0	0	
	MANCHESTER	SABENA	S	D	25	0	0	64	20	8	4	0	4	27	0	0	0	
<b>TOTAL NAPLES</b>					<b>263</b>	<b>1</b>	<b>3</b>	<b>62</b>	<b>17</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>67</b>	<b>23</b>	<b>23</b>	
NASHVILLE METROPOLITAN																		
NASSAU	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-4	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	1	1	50	50	0	0	0	0	15	0	0	0	
<b>TOTAL NASSAU</b>					<b>6</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>17</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>	
NEW YORK (JF KENNEDY)	HEATHROW	AIR FRANCE	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0	
	HEATHROW	AIR INDIA	S	A	31	0	0	29	26	13	26	0	6	64	36	160	28	
	HEATHROW	AIR INDIA	S	D	31	0	0	10	6	19	48	10	6	114	14	151	29	
	HEATHROW	AMERICAN AIRLINES	S	A	185	1	1	75	11	9	4	1	0	8	76	6	155	
	HEATHROW	AMERICAN AIRLINES	S	D	184	1	1	84	12	2	1	0	1	8	85	8	154	
	MANCHESTER	AMERICAN AIRLINES	S	A	14	0	1	86	7	7	0	0	0	-11	90	-12	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	14	0	1	86	14	0	0	0	0	6	87	5	31	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	90	0	3	6	0	0	-18	90	-1	29	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	84	0	6	6	0	3	25	84	11	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	6	0	0	0	-7	90	4	31	

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

Origin / Destinations: N

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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)											
NEW YORK (JF KENNEDY)																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	6	3	0	0	10	68	25	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	185	0	0	81	12	4	2	0	1	5	88	5	186	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	2	0	50	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	185	0	0	77	13	7	2	1	0	11	77	12	186	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-30	87	-3	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	74	10	10	6	0	0	16	80	12	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	69	8	23	0	0	0	12	75	20	12	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	77	8	0	15	0	0	13	83	28	12	
	HEATHROW	UNITED AIRLINES	S	A	93	0	1	76	14	5	4	0	0	4	88	-3	92	
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	75	13	6	2	3	0	13	71	12	91	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	71	13	8	6	2	0	14	82	15	61	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	74	13	10	2	2	0	16	77	8	61	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1355</b>	<b>5</b>	<b>5</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>14</b>	<b>14</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	1	87	3	7	3	0	0	-3	87	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	3	0	3	0	13	71	10	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	30	3	1	90	7	3	0	0	0	-5	61	60	36	
	GATWICK	CONTINENTAL AIRLINES	S	D	29	1	2	79	10	3	0	0	7	43	64	35	36	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	77	10	13	0	0	0	2	0	0	0	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	90	6	0	0	3	0	7	0	0	0	
	STANSTED	EL AL	S	A	4	0	0	50	25	0	25	0	0	29	0	0	0	
	STANSTED	EL AL	S	D	4	0	1	75	0	0	0	25	0	53	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	68	13	10	10	0	0	9	68	11	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	65	23	6	6	0	0	18	77	12	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	13	13	3	0	0	7	84	12	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	13	0	3	0	0	11	81	10	31	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>314</b>	<b>6</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>70</b>	<b>21</b>	<b>21</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	168	0	0	89	5	4	2	0	0	5	87	3	166	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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)											
NEWCASTLE	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	0	92	5	2	1	0	0	1	86	4	166
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	-14	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	1	50	0	25	25	0	0	36	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	A	133	0	0	56	29	12	4	0	0	16	59	31	73
	GATWICK	CITY FLYER EXPRESS	S	D	133	0	1	81	7	6	6	0	0	10	78	18	73
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	88	0	0	98	1	1	0	0	0	-5	92	3	83
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	88	0	0	98	0	1	1	0	0	2	88	7	84
	MANCHESTER	GILL AIRWAYS	S	A	69	0	0	67	23	9	1	0	0	14	81	10	42
	MANCHESTER	GILL AIRWAYS	S	D	70	0	0	91	7	1	0	0	0	-1	100	-5	42
	STANSTED	KLM UK LTD	S	A	67	0	3	85	9	1	4	0	0	4	94	2	62
	STANSTED	KLM UK LTD	S	D	62	0	1	82	11	5	2	0	0	7	87	6	60
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-4	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	13	0	0	0
<b>TOTAL NEWCASTLE</b>					<b>1071</b>	<b>4</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>9</b>
NEWQUAY	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	71	0	0	66	15	10	8	0	0	14	79	7	63
<b>TOTAL NEWQUAY</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>7</b>	<b>7</b>
NICE	HEATHROW	AIR FRANCE	S	A	58	0	1	59	22	9	10	0	0	20	72	11	60
	HEATHROW	AIR FRANCE	S	D	58	0	1	72	12	10	5	0	0	13	68	10	60
	HEATHROW	BMI BRITISH MIDLAND	S	A	61	0	0	56	16	21	5	2	0	25	82	9	61
	HEATHROW	BMI BRITISH MIDLAND	S	D	61	0	0	64	15	16	5	0	0	16	87	7	61
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	17	0	1	53	18	29	0	0	0	16	58	18	19
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	56	28	11	6	0	0	17	68	15	19
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	2	89	7	9
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	13	0	0	0	6	100	-1	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	96	0	0	65	23	7	5	0	0	12	71	10	93

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)
NICE	HEATHROW	BRITISH AIRWAYS PLC	S	D	96	0	0	65	18	13	5	0	0	16	72	11	93
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	4	0	0	25	50	25	0	0	0	19	20	16	5
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	25	0	0	0	18	60	16	5
	STANSTED	KLM UK LTD	S	A	29	0	1	79	17	3	0	0	0	-2	88	0	32
	STANSTED	KLM UK LTD	S	D	29	0	1	76	10	14	0	0	0	2	59	17	32
<b>TOTAL NICE</b>					<b>569</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>17</b>	<b>17</b>
NOVI LIGURE																	
NUREMBERG	HEATHROW	LUFTHANSA	S	A	62	0	0	69	23	6	2	0	0	11	77	8	62
	HEATHROW	LUFTHANSA	S	D	62	0	0	87	8	3	2	0	0	4	92	1	62
<b>TOTAL NUREMBERG</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>5</b>	<b>5</b>

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)											
OLBIA																	
<b>TOTAL OLBIA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>50</b>	<b>21</b>	<b>21</b>
OPORTO (PORTUGAL)																	
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	74	6	6	13	0	0	14	87	13	31
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	81	3	10	6	0	0	10	90	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	23	13	6	0	0	17	71	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	6	0	0	0	6	74	12	31
	GATWICK	KLM UK LTD	C	A	3	0	0	67	0	33	0	0	0	9	0	0	0
	GATWICK	KLM UK LTD	C	D	2	0	1	50	0	50	0	0	0	24	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>129</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>9</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>12</b>
ORAN ES SENIA																	
	GATWICK	AIR ALGERIE	C	A	6	0	0	67	0	17	0	17	0	42	0	0	0
	GATWICK	AIR ALGERIE	C	D	6	0	0	67	0	17	0	17	0	51	0	0	0
<b>TOTAL ORAN ES SENIA</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
ORLANDO																	
	GATWICK	AMERICAN TRANS AIR	C	A	4	0	0	75	0	0	25	0	0	13	67	0	3
	GATWICK	AMERICAN TRANS AIR	C	D	3	0	0	67	0	0	33	0	0	21	50	23	2
	MANCHESTER	AMERICAN TRANS AIR	C	A	4	0	0	100	0	0	0	0	0	-12	100	-7	4
	MANCHESTER	AMERICAN TRANS AIR	C	D	4	0	0	0	0	50	50	0	0	58	50	15	2
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	3	50	85	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	2	50	0	0	50	0	0	33	100	3	3
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	33	17	42	8	0	0	25	23	101	13
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	77	23	0	0	0	0	10	50	82	14
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	-2	56	31	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	16	67	14	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	1	0	89	6	6	0	0	0	-7	45	24	22
	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	0	2	69	19	13	0	0	0	13	65	21	23
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	78	11	6	0	6	0	9	58	27	19
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	89	6	0	0	6	0	21	22	28	18
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	20	33	43	3

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	CALEDONIAN AIRWAYS	C	D	8	0	0	63	13	25	0	0	0	17	50	8	2	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	13	0	0	85	0	8	8	0	0	-39	100	-10	7	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	12	0	1	75	17	8	0	0	0	7	80	8	5	
	BIRMINGHAM	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	25	0	75	0	0	0	31	0	71	5	
	BIRMINGHAM	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	26	67	23	3	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	-2	28	47	18	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	6	0	0	83	0	17	0	0	0	12	41	33	17	
	GLASGOW	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	0	25	50	25	0	0	55	0	0	0	
	GLASGOW	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	9	0	0	0	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	17	2	1	47	18	6	6	18	6	70	14	62	21	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	18	1	0	50	11	17	6	11	6	67	28	44	18	
	GATWICK	MONARCH AIRLINES	C	A	5	1	1	40	20	20	20	0	0	24	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	57	29	14	0	0	0	17	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	42	75	7	8	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	67	12	9	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-87	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	64	21	14	0	0	0	6	69	30	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	16	0	1	63	19	19	0	0	0	13	25	45	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	0	38	38	0	0	44	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	18	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	25	0	0	32	24	20	24	0	0	37	25	27	16	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	26	0	0	19	27	27	27	0	0	43	50	28	16	
	GATWICK	RICH INTERNATIONAL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-29	60	24	5	
	GATWICK	RICH INTERNATIONAL AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	60	14	5	
	MANCHESTER	RICH INTERNATIONAL AIRWAYS	C	A	3	1	1	100	0	0	0	0	0	-10	40	19	5	
	MANCHESTER	RICH INTERNATIONAL AIRWAYS	C	D	4	0	0	50	25	0	0	0	25	97	80	17	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	6	3	10	3	0	5	71	26	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	6	6	3	0	0	8	77	20	31	
<b>TOTAL ORLANDO</b>					<b>425</b>	<b>6</b>	<b>19</b>	<b>62</b>	<b>14</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>53</b>	<b>33</b>	<b>33</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)												
ORLEANS-BRICY																		
OSAKA (ITAMI)																		
OSAKA (KANSAI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	56	11	22	11	0	0	16	33	21	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	50	10	0	40	0	0	49	44	23	9	
	HEATHROW	JAPAN AIRLINES	S	A	19	0	0	58	26	11	5	0	0	12	0	0	0	
	HEATHROW	JAPAN AIRLINES	S	D	19	0	0	53	11	21	16	0	0	25	0	0	0	
<b>TOTAL OSAKA (KANSAI)</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>14</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>39</b>	<b>22</b>	<b>22</b>	
OSLO (FORNEBU)																		
	GATWICK	BRAATHENS ASA	S	A	39	1	0	87	10	3	0	0	0	4	88	2	32	
	GATWICK	BRAATHENS ASA	S	D	39	1	0	82	18	0	0	0	0	6	88	3	32	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	81	19	0	0	0	0	1	88	6	26	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	27	0	0	74	19	0	7	0	0	12	42	32	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	1	74	17	5	5	0	0	9	84	5	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	88	9	2	1	0	0	5	82	9	88	
	HEATHROW	SAS	S	A	120	0	0	57	27	14	1	2	0	19	71	11	119	
	HEATHROW	SAS	S	D	115	0	0	81	10	7	1	1	0	8	88	4	113	
	MANCHESTER	SAS	S	D	27	0	0	93	4	0	4	0	0	6	0	0	0	
<b>TOTAL OSLO (FORNEBU)</b>					<b>569</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>8</b>	
OSLO (GARDERMOEN)																		
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	30	0	0	70	20	7	3	0	0	12	84	8	31	
	HEATHROW	AIR CANADA	S	D	28	0	0	61	25	7	7	0	0	18	28	27	29	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>17</b>	<b>17</b>	
OVDA																		
	HEATHROW	EL AL	S	A	5	0	0	100	0	0	0	0	0	-6	44	22	9	
	HEATHROW	EL AL	S	D	6	0	0	33	67	0	0	0	0	17	67	5	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-3	0	0	0	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)										
OVDA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	
<b>TOTAL OVDA</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>15</b>	<b>15</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	30	1	1	7	30	50	13	0	0	40	48	18	31	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	31	0	1	61	26	6	6	0	0	15	97	2	31	
<b>TOTAL PADERBORN</b>					<b>61</b>	<b>1</b>	<b>2</b>	<b>34</b>	<b>28</b>	<b>28</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>11</b>	<b>11</b>	
PALERMO																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	25	25	25	0	25	135	0	0	0	
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	25	25	0	25	25	0	109	0	0	0	
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	20	0	26	1	
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	38	100	-6	1	
<b>TOTAL PALERMO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>31</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>75</b>	<b>33</b>	<b>31</b>	<b>31</b>	
PALMA DE MALLORCA																		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	6	0	0	17	17	17	33	17	0	95	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	1	0	20	40	20	20	0	92	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	1	40	40	20	0	0	0	15	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	1	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	10	0	0	40	30	0	20	10	0	35	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	9	0	0	67	0	22	11	0	0	22	0	0	0	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	4	0	0	25	0	50	0	25	0	72	0	0	0	
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	0	41	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	5	0	0	80	0	0	20	0	0	24	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	5	0	0	80	0	0	20	0	0	26	0	0	0	
	GATWICK	BMI BRITISH MIDLAND	C	A	5	0	0	80	0	0	20	0	0	30	0	0	0	
	GATWICK	BMI BRITISH MIDLAND	C	D	5	0	0	80	0	0	20	0	0	23	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	A	3	1	1	100	0	0	0	0	0	-13	25	67	8	
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	-6	56	37	9	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	74	6	3	16	0	0	23	77	10	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	84	3	0	13	0	0	12	87	2	31	
	MANCHESTER	BRITANNIA AB	C	A	4	1	0	100	0	0	0	0	0	-9	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)
PALMA DE MALLORCA	MANCHESTER	BRITANNIA AB	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	39	1	2	77	3	15	5	0	0	6	34	86	47
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	35	0	3	80	6	9	6	0	0	9	41	38	39
	GATWICK	BRITANNIA AIRWAYS	C	A	55	0	0	64	16	5	15	0	0	18	58	26	57
	GATWICK	BRITANNIA AIRWAYS	C	D	51	0	0	71	8	10	12	0	0	20	63	29	48
	GLASGOW	BRITANNIA AIRWAYS	C	A	26	0	0	50	15	31	0	4	0	27	24	48	25
	GLASGOW	BRITANNIA AIRWAYS	C	D	23	0	0	74	4	17	4	0	0	17	35	55	23
	LUTON	BRITANNIA AIRWAYS	C	A	26	1	1	92	4	4	0	0	0	-2	50	24	24
	LUTON	BRITANNIA AIRWAYS	C	D	22	0	2	86	9	5	0	0	0	4	70	23	20
	MANCHESTER	BRITANNIA AIRWAYS	C	A	66	0	0	83	2	8	8	0	0	3	30	65	76
	MANCHESTER	BRITANNIA AIRWAYS	C	D	57	1	1	84	5	5	5	0	0	6	43	60	68
	STANSTED	BRITANNIA AIRWAYS	C	A	23	0	0	83	9	4	4	0	0	0	56	28	18
	STANSTED	BRITANNIA AIRWAYS	C	D	17	0	2	82	12	6	0	0	0	4	53	33	15
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	13	60	14	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	14	80	10	5
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	8	0	0	50	50	0	0	0	0	12	43	34	14
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	6	0	2	100	0	0	0	0	0	0	54	20	13
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	75	0	0	25	0	0	33	40	55	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	0	0	43	29	0	29	0	0	40	20	45	5
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	22	20	62	5
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	0	0	25	125	0	55	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	2	50	25	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	26	50	62	2
	GATWICK	CENTENNIAL AIRLINES	S	A	9	0	0	56	33	0	11	0	0	23	0	0	0
	GATWICK	CENTENNIAL AIRLINES	S	D	9	0	0	78	0	11	11	0	0	21	0	0	0
	GLASGOW	CENTENNIAL AIRLINES	C	A	3	1	0	67	33	0	0	0	0	0	20	131	5
	GLASGOW	CENTENNIAL AIRLINES	C	D	4	0	0	75	0	0	25	0	0	40	25	109	4
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	3	1	0	0	0	33	67	0	0	85	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	3	1	0	67	33	0	0	0	0	13	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	22	1	1	95	0	0	5	0	0	-19	86	-11	21

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	19	0	3	95	0	5	0	0	0	-7	100	-6	20
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	24	0	4	50	17	21	13	0	0	25	50	37	32
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	20	0	6	60	15	5	20	0	0	28	55	30	29
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	16	0	1	44	19	13	25	0	0	40	44	28	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	15	0	2	53	7	13	27	0	0	37	63	18	8
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	41	100	-3	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	0	67	4	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	41	0	0	63	2	2	22	10	0	41	65	13	40
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	35	0	6	63	3	0	31	3	0	43	61	13	36
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	9	100	-7	2
	BIRMINGHAM	FUTURA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	1	0	75	25	0	0	0	0	8	0	0	0
	STANSTED	FUTURA AIRLINES	C	A	3	0	1	33	0	0	33	33	0	97	0	0	0
	STANSTED	FUTURA AIRLINES	C	D	3	0	1	33	0	0	67	0	0	84	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	3	0	0	67	0	33	0	0	0	18	100	-15	2
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	2	0	1	100	0	0	0	0	0	-5	100	-1	1
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	100	0	0	0	43	17	70	6
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	50	0	0	0	0	14	29	61	7
	STANSTED	LEISURE INTERNATIONAL	C	A	7	0	0	43	43	14	0	0	0	13	29	58	7
	STANSTED	LEISURE INTERNATIONAL	C	D	7	0	0	71	29	0	0	0	0	10	33	43	6
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	34	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	33	67	0	0	0	0	11	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	21	1	0	48	19	10	24	0	0	36	37	45	41
	GATWICK	MONARCH AIRLINES	C	D	19	1	6	68	5	5	21	0	0	26	45	40	38
	LUTON	MONARCH AIRLINES	S	A	8	0	0	50	25	0	25	0	0	35	22	33	9
	LUTON	MONARCH AIRLINES	C	A	8	0	1	50	0	13	38	0	0	37	78	12	9
	LUTON	MONARCH AIRLINES	S	D	9	0	0	78	0	0	22	0	0	16	78	9	9
	LUTON	MONARCH AIRLINES	C	D	7	0	1	43	14	14	29	0	0	41	75	29	8
	MANCHESTER	MONARCH AIRLINES	C	A	23	0	0	70	22	4	4	0	0	7	41	27	41
	MANCHESTER	MONARCH AIRLINES	C	D	21	0	1	81	14	0	5	0	0	5	53	19	32

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	44	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	21	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	18	0	0	83	6	6	6	0	0	5	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	16	0	0	88	6	0	6	0	0	11	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	12	2	1	17	17	17	50	0	0	60	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	2	3	20	10	20	50	0	0	61	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	57	1	6	42	16	7	12	19	4	79	44	63	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	47	3	6	43	11	9	15	23	0	79	14	90	7
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	14	0	0	0	21	36	43	0	0	61	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	12	0	0	17	17	33	33	0	0	53	0	0	0
	GLASGOW	OASIS INTERNATIONAL	C	A	3	0	0	67	0	0	33	0	0	27	22	65	9
	GLASGOW	OASIS INTERNATIONAL	C	D	2	0	0	50	0	0	50	0	0	32	13	67	8
	MANCHESTER	OASIS INTERNATIONAL	C	A	2	0	0	50	0	50	0	0	0	15	38	65	16
	BIRMINGHAM	SPANAIR	C	A	18	0	0	78	11	0	11	0	0	12	47	58	15
	BIRMINGHAM	SPANAIR	C	D	14	0	2	79	14	0	7	0	0	8	33	42	12
	GLASGOW	SPANAIR	C	A	16	0	0	75	13	6	6	0	0	3	43	13	21
	GLASGOW	SPANAIR	C	D	13	0	2	46	8	38	8	0	0	24	24	40	17
	MANCHESTER	SPANAIR	C	A	6	0	0	67	0	0	33	0	0	39	42	45	24
	MANCHESTER	SPANAIR	C	D	6	0	0	67	0	0	33	0	0	26	32	59	19
	GATWICK	TRANSAER	C	A	3	0	0	67	33	0	0	0	0	8	0	0	0
	HEATHROW	VIVA	S	A	30	0	0	77	13	3	7	0	0	12	90	0	31
	HEATHROW	VIVA	S	D	30	0	0	93	3	0	3	0	0	4	90	-4	31
	MANCHESTER	VIVA	C	D	2	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>1385</b>	<b>31</b>	<b>74</b>	<b>66</b>	<b>10</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>38</b>	<b>38</b>
PAPHOS	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	33	0	0	0	0	-1	25	15	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	1	0	88	13	0	0	0	0	4	100	-1	4
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	23	100	-23	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	14	67	7	3
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	85	8	8	0	0	0	-5	85	3	13

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
PAPHOS	LUTON	BRITANNIA AIRWAYS	C	D	11	0	1	82	9	9	0	0	0	6	93	7	14
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	53	0	12	35	0	0	32	77	4	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	65	0	0	35	0	0	40	58	16	12
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	39	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	15	0	0	0
	LUTON	CALEDONIAN AIRWAYS	C	A	6	0	0	0	33	0	33	17	17	156	0	95	6
	LUTON	CALEDONIAN AIRWAYS	C	D	4	0	1	0	25	50	0	25	0	115	17	61	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	20	40	20	20	0	0	34	80	32	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	24	20	68	5
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	5	0	0	40	0	20	40	0	0	50	0	0	0
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	5	0	0	0	40	20	40	0	0	53	60	15	5
	GATWICK	CYPRUS AIRWAYS	S	A	12	0	0	50	8	25	17	0	0	36	50	67	12
	GATWICK	CYPRUS AIRWAYS	S	D	12	0	0	42	8	17	33	0	0	46	27	177	11
	HEATHROW	CYPRUS AIRWAYS	S	A	9	0	0	67	11	22	0	0	0	8	67	13	9
	HEATHROW	CYPRUS AIRWAYS	S	D	9	0	0	67	11	22	0	0	0	14	89	11	9
	MANCHESTER	CYPRUS AIRWAYS	S	A	3	0	1	100	0	0	0	0	0	-2	75	-1	4
	MANCHESTER	CYPRUS AIRWAYS	S	D	3	1	1	33	33	33	0	0	0	23	0	27	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	50	0	50	0	0	0	23	25	23	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	6	75	12	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	22	0	0	91	5	0	5	0	0	-12	60	15	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	21	0	1	86	14	0	0	0	0	3	77	9	13
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	0	25	50	0	0	58	100	-9	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	0	25	50	0	0	79	100	6	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-9	0	37	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	28	50	26	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	75	25	0	0	0	0	-1	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-17	25	80	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	7	0	0	86	0	14	0	0	0	6	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	1	100	0	0	0	0	0	-4	0	37	4
	LUTON	MONARCH AIRLINES	C	A	14	0	0	71	7	7	7	7	0	15	67	3	9

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
PAPHOS	LUTON	MONARCH AIRLINES	C	D	13	0	0	77	8	0	15	0	0	17	50	17	8
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	56	11	33	0	0	0	20	43	66	14
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	57	53	14
<b>TOTAL PAPHOS</b>					<b>296</b>	<b>3</b>	<b>6</b>	<b>64</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>29</b>	<b>29</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	72	0	3	82	10	4	4	0	0	8	93	3	72
	BIRMINGHAM	AIR FRANCE	S	D	72	0	3	82	10	3	6	0	0	10	94	4	72
	HEATHROW	AIR FRANCE	S	A	241	3	0	68	20	10	3	0	0	11	77	10	246
	HEATHROW	AIR FRANCE	S	D	241	2	1	78	11	7	4	0	0	9	90	0	246
	MANCHESTER	AIR FRANCE	S	A	102	0	0	84	11	1	4	0	0	8	90	2	99
	MANCHESTER	AIR FRANCE	S	D	101	0	0	81	6	8	5	0	0	10	93	2	99
	GLASGOW	BMI BRITISH MIDLAND	S	A	27	2	0	81	0	4	15	0	0	9	94	4	47
	GLASGOW	BMI BRITISH MIDLAND	S	D	28	1	0	82	0	11	7	0	0	10	86	12	42
	HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	0	75	13	8	4	0	0	11	83	9	244
	HEATHROW	BMI BRITISH MIDLAND	S	D	244	0	0	81	10	6	3	0	0	7	91	3	245
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	169	0	4	88	6	2	3	1	0	6	87	5	214
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	169	1	3	83	8	5	4	0	0	8	86	6	214
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	161	0	3	87	4	6	2	0	0	4	94	-1	108
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	161	0	3	86	5	4	5	0	0	8	95	1	132
	GLASGOW	BRITISH AIRWAYS PLC	S	A	49	0	0	90	6	0	4	0	0	6	98	-7	46
	GLASGOW	BRITISH AIRWAYS PLC	S	D	48	0	0	90	10	0	0	0	0	3	98	4	42
	HEATHROW	BRITISH AIRWAYS PLC	S	A	243	0	0	82	10	3	4	0	0	6	92	0	243
	HEATHROW	BRITISH AIRWAYS PLC	S	D	243	0	0	85	7	4	4	0	0	5	92	2	244
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	135	0	3	87	6	4	3	1	0	4	88	3	136
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	135	0	3	76	11	9	4	1	0	10	93	2	135
	GATWICK	CAMEROON AIRLINES	S	A	5	0	0	0	80	20	0	0	0	24	0	0	0
	GATWICK	CAMEROON AIRLINES	S	D	4	0	1	50	0	25	25	0	0	37	0	0	0
	LUTON	CITY FLYER EXPRESS	S	A	77	0	3	88	5	3	4	0	0	1	97	-3	97

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
PARIS (CHARLES DE GAULLE)																	
	LUTON	CITY FLYER EXPRESS	S	D	77	0	3	84	4	5	5	1	0	10	97	-1	99
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	1	67	33	0	0	0	0	-2	0	94	1
	GATWICK	EUROPEAN AIR CHARTER	C	D	3	0	0	100	0	0	0	0	0	-1	0	38	1
	STANSTED	KLM UK LTD	S	A	8	0	4	75	0	13	13	0	0	11	0	0	0
	STANSTED	KLM UK LTD	S	D	10	2	1	80	10	0	10	0	0	11	0	0	0
	LUTON	SCOT AIRWAYS	S	A	7	0	1	86	0	0	0	14	0	28	0	0	0
	LUTON	SCOT AIRWAYS	S	D	7	0	1	86	0	0	0	14	0	26	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3099</b>	<b>23</b>	<b>43</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>3</b>	<b>3</b>
PARIS (LE BOURGET)																	
PARIS (ORLY)																	
	HEATHROW	AIR FRANCE	S	A	114	0	0	79	15	5	1	0	0	8	88	7	120
	HEATHROW	AIR FRANCE	S	D	114	0	1	79	13	4	4	0	0	9	87	2	118
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	88	0	1	80	10	9	1	0	0	5	89	2	54
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	88	0	1	83	9	6	2	0	0	5	94	-1	53
	HEATHROW	BMI BRITISH MIDLAND	S	A	116	0	1	78	10	8	3	0	0	7	90	3	119
	HEATHROW	BMI BRITISH MIDLAND	S	D	117	0	0	77	9	11	3	0	0	9	84	5	119
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	66	16	10	9	0	0	16	61	16	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	69	21	7	3	0	0	11	84	5	56
	STANSTED	KLM UK LTD	S	A	108	0	0	74	10	11	4	0	1	17	69	12	118
	STANSTED	KLM UK LTD	S	D	105	0	3	61	15	16	8	0	0	17	74	12	118
<b>TOTAL PARIS (ORLY)</b>					<b>968</b>	<b>3</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>8</b>	<b>8</b>
PERPIGNAN																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	4	0	0	75	0	25	0	0	0	15	80	19	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	4	0	0	50	25	25	0	0	0	18	100	4	5
<b>TOTAL PERPIGNAN</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>16</b>	<b>90</b>	<b>11</b>	<b>11</b>
PHILADELPHIA INTERNATION																	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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						Actual (7)	Plan (8)											
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	98	2	0	0	0	0	-15	90	-8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	56	32	7	5	0	0	18	58	25	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>2</b>	<b>2</b>	
PHUKET																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	1	0	0	0	
<b>TOTAL PHUKET</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PISA																		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	BRITANNIA AB	C	A	4	0	0	50	0	25	25	0	0	36	0	0	0	
	GATWICK	BRITANNIA AB	C	D	4	0	0	50	0	25	25	0	0	47	0	0	0	
	MANCHESTER	BRITANNIA AB	C	A	3	0	0	100	0	0	0	0	0	-15	0	0	0	
	MANCHESTER	BRITANNIA AB	C	D	2	0	1	50	50	0	0	0	0	16	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	69	14	9	6	3	0	20	68	32	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	63	17	14	3	3	0	20	81	24	31	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	8	0	0	75	13	0	13	0	0	18	38	40	8	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	28	63	28	8	
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	31	40	43	5	
	GATWICK	EXCALIBUR AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	20	80	25	5	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	13	38	13	38	0	0	62	45	44	11	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	0	0	38	0	0	46	64	26	11	
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	3	0	0	0	0	67	33	0	0	52	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	4	0	1	0	0	25	75	0	0	70	0	0	0	
<b>TOTAL PISA</b>					<b>144</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>13</b>	<b>10</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>28</b>	<b>28</b>	
PITTSBURGH																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	71	10	16	0	3	0	14	81	2	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	10	0	0	0	7	81	14	31	
<b>TOTAL PITTSBURGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>8</b>	

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
PLYMOUTH	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	111	0	0	51	21	15	13	0	0	26	57	16	100
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	40	0	0	75	5	18	3	0	0	10	78	3	36
<b>TOTAL PLYMOUTH</b>					<b>151</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>12</b>	<b>12</b>
PONTOISE	GATWICK	AIGLE AZUR	S	A	45	0	4	87	7	0	7	0	0	12	95	6	44
	GATWICK	AIGLE AZUR	S	D	46	0	3	85	2	2	11	0	0	11	98	3	44
<b>TOTAL PONTOISE</b>					<b>91</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>97</b>	<b>4</b>	<b>4</b>
PORLAMAR	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-21	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-22	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	3	0	0	33	33	33	0	0	0	26	0	0	0
<b>TOTAL PORLAMAR</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORT HARCOURT																	
PORT OF SPAIN	HEATHROW	BWIA	S	A	26	0	0	62	31	8	0	0	0	6	82	3	28
	HEATHROW	BWIA	S	D	26	0	0	58	31	8	0	4	0	20	54	26	28
<b>TOTAL PORT OF SPAIN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>16</b>	<b>16</b>
PRAGUE	HEATHROW	BMI BRITISH MIDLAND	S	A	3	0	0	100	0	0	0	0	0	-15	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	3	0	0	100	0	0	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	11	2	0	2	0	4	80	32	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	13	3	2	0	0	7	69	9	62
	HEATHROW	CSA	S	A	61	1	0	43	20	23	15	0	0	31	45	27	55
	HEATHROW	CSA	S	D	62	0	0	81	8	8	3	0	0	6	82	12	55
	MANCHESTER	CSA	S	A	13	0	0	54	15	15	8	8	0	31	92	8	13
	MANCHESTER	CSA	S	D	13	0	0	69	8	15	8	0	0	14	69	16	13

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)											
PRAGUE																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	40	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-32	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	1	67	0	0	33	0	0	33	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	1	0	50	0	50	0	0	0	1	0	0	0
<b>TOTAL PRAGUE</b>					<b>294</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>20</b>	<b>20</b>
PREVEZA																	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-13	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	1	33	60	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	1	0	67	0	0	33	0	0	22	0	125	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	1	67	0	0	33	0	0	36	0	160	2
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	13	100	-3	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	16	50	11	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	-42	100	-31	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	1	100	0	0	0	0	0	-4	100	8	3
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	11	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-1	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	3	0	1	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PREVEZA</b>					<b>48</b>	<b>2</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>30</b>	<b>30</b>
PUERTO PLATA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	86	0	0	14	0	0	-2	100	-24	4
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	11	100	4	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	22	0	0	0	-1	100	-22	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	2	86	0	0	14	0	0	17	25	22	4
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-103	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	3	0	0	33	33	33	0	0	0	20	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	2	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0

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					Actual (7)	Plan (8)												
PUERTO PLATA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	17	75	-22	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	7	75	10	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	19	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	1	0	0	0	
<b>TOTAL PUERTO PLATA</b>					<b>57</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>9</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>0</b>	<b>0</b>	
PUERTO VALLARTA																		
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-35	0	0	0	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL PUERTO VALLARTA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PULA																		
PUNTA CANA																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	33	67	0	0	0	0	7	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-1	0	0	0	
<b>TOTAL PUNTA CANA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</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 OCTOBER 1995

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	65	19	16	0	0	0	11	77	-1	31
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	84	10	3	3	0	0	9	87	7	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>3</b>	<b>3</b>
REIMS																	
RENNES	GATWICK	BRIT AIR	S	A	53	0	0	83	9	4	4	0	0	8	79	11	58
	GATWICK	BRIT AIR	S	D	53	0	0	83	9	4	4	0	0	10	83	10	58
<b>TOTAL RENNES</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>24</b>	<b>24</b>
REUS																	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	40	40	0	20	0	0	26	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	3	0	2	33	0	33	33	0	0	37	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	-20	63	14	8
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	1	67	25	6
	MANCHESTER	BRITANNIA AB	C	A	2	0	0	100	0	0	0	0	0	-9	0	0	0
	MANCHESTER	BRITANNIA AB	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	19	0	94	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	24	0	61	2
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	0	13	0	18	100	-8	3
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	67	0	17	17	0	0	29	100	4	2
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-18	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	23	33	11	3
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	34	50	30	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	82	0	0	18	0	0	6	67	36	6
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	3	69	8	0	23	0	0	31	25	63	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	-6	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	1	75	25	0	0	0	0	11	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-29	25	89	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	67	33	0	0	0	0	6	33	56	3

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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	FIRST CHOICE AIRWAYS LTD	C	A	13	0	3	92	0	8	0	0	0	-14	71	-1	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	4	80	20	0	0	0	0	-5	0	61	5	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	75	0	13	13	0	0	16	90	4	10	
	GATWICK	MONARCH AIRLINES	C	D	7	0	1	57	14	14	14	0	0	29	78	16	9	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	22	80	2	10	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	1	75	25	0	0	0	0	4	33	33	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	-6	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	75	0	25	0	0	0	2	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	1	75	8	0	17	0	0	9	60	8	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	2	56	22	11	11	0	0	22	50	35	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	60	0	0	0	30	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	0	75	0	0	59	0	0	0	
	GLASGOW	SPANAIR	C	A	5	0	0	80	0	20	0	0	0	5	60	31	5	
	GLASGOW	SPANAIR	C	D	4	0	2	100	0	0	0	0	0	3	100	9	2	
<b>TOTAL REUS</b>					<b>201</b>	<b>2</b>	<b>22</b>	<b>74</b>	<b>7</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>19</b>	<b>19</b>	
RHODES																		
	GATWICK	AIR OPERATIONS EUROPE	C	A	2	0	0	50	50	0	0	0	0	-3	0	0	0	
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	5	0	0	60	20	0	20	0	0	8	100	7	1	
	MANCHESTER	AIR OPERATIONS EUROPE	C	D	3	0	0	67	0	0	33	0	0	61	0	22	1	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	50	0	0	0	30	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	3	0	1	100	0	0	0	0	0	9	0	0	0	
	MANCHESTER	BRITANNIA AB	C	A	4	0	0	75	0	0	25	0	0	16	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	1	1	88	0	13	0	0	0	-4	50	32	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	6	0	2	100	0	0	0	0	0	-1	75	18	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	19	0	0	74	11	11	5	0	0	2	43	31	28	
	GATWICK	BRITANNIA AIRWAYS	C	D	14	0	0	79	14	7	0	0	0	8	54	15	24	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	42	25	16	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	27	50	11	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-2	25	67	4	
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	2	67	70	3	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	46	15	23	15	0	0	31	31	35	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	11	0	1	55	9	9	27	0	0	37	73	17	11	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	1	1	75	0	25	0	0	0	5	75	0	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-4	100	-3	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	1	0	71	0	14	14	0	0	29	33	57	6	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	1	67	17	0	17	0	0	34	33	38	6	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-10	25	25	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	33	14	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	70	0	10	20	0	0	24	63	18	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	2	38	38	13	13	0	0	25	86	5	7	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	18	75	14	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	33	33	0	33	0	0	41	75	4	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	1	38	30	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	2	83	0	17	0	0	0	5	80	6	10	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-19	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	86	0	0	14	0	0	7	50	28	8	
	GATWICK	MONARCH AIRLINES	C	D	6	0	1	83	0	0	17	0	0	9	50	16	8	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	5	25	39	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	20	67	15	3	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-10	50	14	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	4	100	3	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	20	0	0	47	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	25	0	50	25	0	0	55	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	0	22	67	11	0	0	48	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	1	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	1	30	60	0	0	10	0	30	0	86	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	13	0	0	26	0	70	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	25	0	54	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	53	0	0	0	
<b>TOTAL RHODES</b>					<b>261</b>	<b>4</b>	<b>16</b>	<b>66</b>	<b>12</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>45</b>	<b>32</b>	<b>32</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
RIGA																		
	GATWICK	AIR BALTIC CORPORATION SIA	S	A	29	0	0	69	21	10	0	0	0	13	0	0	0	
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	29	0	1	86	10	0	3	0	7	0	0	0		
	GATWICK	RIGA AIRLINES EXPRESS	S	A	26	1	0	31	38	12	19	0	35	22	49	9		
	GATWICK	RIGA AIRLINES EXPRESS	S	D	26	1	0	69	4	12	12	0	47	44	25	9		
<b>TOTAL RIGA</b>					<b>111</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>69</b>	<b>15</b>	<b>15</b>	
RIMINI																		
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	VARIG	S	A	4	0	0	0	0	50	50	0	0	58	0	58	8	
	HEATHROW	VARIG	S	D	10	0	0	40	10	30	20	0	30	11	36	9		
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>7</b>	<b>36</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>46</b>	<b>46</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	-7	80	11	10		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	2	60	23	10		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	78	22	0	0	0	8	100	-10	4		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	5	0	0	100	0	0	0	0	12	75	13	4		
<b>TOTAL RIYADH</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>13</b>		
ROME (CIAMPINO)																		
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	9	0	0	44	33	22	0	0	15	67	18	9		
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	4	67	11	9		
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	27	27	18	18	9	63	36	42	11		
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	64	9	0	18	9	49	82	14	11		
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	4	0	0	50	25	25	0	0	20	0	0	0		
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	4	0	0	50	0	50	0	0	30	0	0	0		
<b>TOTAL ROME (CIAMPINO)</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>18</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>36</b>	<b>57</b>	<b>30</b>	<b>30</b>		
ROME (FIUMICINO)																		
	HEATHROW	AIR FRANCE	S	A	24	0	0	17	42	29	13	0	34	0	0	0		
	HEATHROW	AIR FRANCE	S	D	22	0	0	59	27	14	0	0	15	0	0	0		
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	30	0	1	80	0	10	10	0	15	100	4	2		



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
ROME (FIUMICINO)	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	29	0	2	76	17	0	7	0	0	11	100	5	3
	GATWICK	ALITALIA	S	A	28	0	2	46	21	18	14	0	0	29	0	0	0
	GATWICK	ALITALIA	S	D	28	0	2	54	11	21	14	0	0	29	0	0	0
	HEATHROW	ALITALIA	S	A	154	0	1	57	18	13	11	1	0	24	75	9	119
	HEATHROW	ALITALIA	S	D	153	1	1	47	19	22	10	1	0	27	81	10	118
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	52	13	16	19	0	0	32	64	33	28
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	74	3	6	13	3	0	24	68	28	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	44	19	22	14	1	0	29	69	20	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	60	19	13	8	1	0	20	72	16	124
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	27	0	0	74	11	7	7	0	0	12	67	11	6
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	77	15	0	8	0	0	15	100	3	5
	BIRMINGHAM	LUFTHANSA	S	D	24	0	0	83	13	4	0	0	0	8	0	0	0
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	23	0	1	48	26	4	22	0	0	29	0	0	0
	MANCHESTER	SABENA	S	A	76	0	4	71	14	11	4	0	0	10	100	-1	3
	MANCHESTER	SABENA	S	D	48	0	1	71	17	6	4	2	0	23	100	3	3
<b>TOTAL ROME (FIUMICINO)</b>					<b>1003</b>	<b>2</b>	<b>15</b>	<b>58</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>16</b>	<b>16</b>
ROTTERDAM	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	92	4	4	0	0	0	4	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	48	33	15	4	0	0	17	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	A	104	2	1	58	28	13	1	0	0	14	63	19	101
	GATWICK	CITY FLYER EXPRESS	S	D	106	0	2	60	17	21	2	0	0	17	77	14	103
	HEATHROW	KLM	S	A	132	0	1	52	19	20	9	0	0	23	77	14	128
	HEATHROW	KLM	S	D	132	0	1	62	14	16	8	0	0	16	82	9	129
<b>TOTAL ROTTERDAM</b>					<b>527</b>	<b>3</b>	<b>5</b>	<b>59</b>	<b>19</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>14</b>	<b>14</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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 FOYLE PASSENGER AIRLINES	C	D	4	0	1	75	0	25	0	0	0	14	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	25	25	0	0	37	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	0	50	0	0	0	24	0	0	0
	GATWICK	BRITANNIA AB	C	A	2	0	0	50	0	0	0	50	0	143	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	-11	63	24	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	6	0	1	100	0	0	0	0	0	-5	100	0	6
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	25	0	0	0	16	25	23	8
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	83	17	0	0	0	0	6	83	13	6
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	100	0	0	141	0	33	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-7	25	70	4
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-1	33	73	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	1	0	50	20	10	20	0	0	29	25	65	12
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	1	78	0	11	11	0	0	17	67	22	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	78	11	7	4	0	0	5	65	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	86	10	3	0	0	0	3	90	13	31
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	1	100	0	0	0	0	0	-2	50	14	2
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-2	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-4	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	33	0	0	0	21	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	1	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	0	100	0	0	116	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	0	0	67	0	0	70	0	0	0
<b>TOTAL SALONIKA</b>					<b>156</b>	<b>1</b>	<b>7</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>27</b>	<b>27</b>
SALZBURG	GATWICK	LAUDA-AIR	S	A	33	0	0	67	21	9	0	0	3	27	0	0	0
	GATWICK	LAUDA-AIR	S	D	33	0	0	85	3	9	0	0	3	18	0	0	0
<b>TOTAL SALZBURG</b>					<b>67</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>50</b>	<b>42</b>	<b>42</b>
SAMOS	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	0	39	100	-25	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)										
SAMOS																	
	GATWICK	MONARCH AIRLINES	C	D	4	0	1	75	25	0	0	0	0	8	33	17	3
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	20	60	0	0	0	32	75	3	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	1	50	25	25	0	0	0	12	100	0	3
<b>TOTAL SAMOS</b>					<b>18</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>22</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>79</b>	<b>-3</b>	<b>-3</b>
SAN ANDRES ISLAND																	
SAN FRANCISCO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	67	20	8	5	0	0	12	77	6	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	58	27	8	7	0	0	19	55	18	60
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	39	26	16	10	10	0	47	67	28	39
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	68	19	10	3	0	0	11	62	16	39
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	87	7	3	0	3	0	-1	65	20	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	13	10	3	3	0	19	48	43	31
<b>TOTAL SAN FRANCISCO</b>					<b>241</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>20</b>	<b>20</b>
SAN JUAN (PUERTO RICO)																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	60	0	0	0	22	33	76	3
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	0	27	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	40	100	8	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	0	26	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	1	50	25	0	25	0	0	24	100	-14	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	100	0	0	0	0	0	1	20	25	5
<b>TOTAL SAN JUAN (PUERTO RICO)</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>15</b>	<b>42</b>	<b>23</b>	<b>23</b>
SANAA																	
	GATWICK	YEMENIA	S	A	4	0	0	75	0	0	25	0	0	10	78	-7	9
	GATWICK	YEMENIA	S	D	4	1	0	25	50	0	25	0	0	36	67	12	9
<b>TOTAL SANAA</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>2</b>	<b>2</b>
SANTIAGO DE CHILE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	56	44	0	0	0	0	13	67	10	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	6	75	10	8
<b>TOTAL SANTIAGO DE CHILE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>10</b>	<b>10</b>

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					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
SANTIAGO DE COMPOSTELA		GATWICK	IBERIA	S	A	29	0	0	97	0	0	3	0	0	-7	97	-15	29
		GATWICK	IBERIA	S	D	29	0	0	97	0	0	3	0	0	-1	93	8	29
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>						<b>59</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>93</b>	<b>-2</b>	<b>-2</b>
SANTO DOMINGO		GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-18	67	-16	3
		GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	5	100	15	2
		MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	5	100	-20	4
		MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	67	16	3
		MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	29	0	0	0
		MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	68	0	0	0
<b>TOTAL SANTO DOMINGO</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>-4</b>	<b>-4</b>
SAO PAULO (GUARULHOS)		HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	2	60	16	5
		HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	5	80	15	5
		HEATHROW	VARIG	S	A	9	0	0	11	33	33	11	11	0	67	0	76	5
		HEATHROW	VARIG	S	D	3	0	0	33	33	0	33	0	0	44	75	18	4
<b>TOTAL SAO PAULO (GUARULHOS)</b>						<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>53</b>	<b>32</b>	<b>32</b>
SEATTLE (TACOMA)		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	19	3	6	0	0	10	100	-18	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	6	3	3	0	22	81	7	31
<b>TOTAL SEATTLE (TACOMA)</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>-3</b>	<b>-3</b>
SEOUL (KIMPO)		HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	11	0	11	0	50	25	28	12
		HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	4	50	17	6
		HEATHROW	KOREAN AIR	S	A	13	0	0	23	0	62	15	0	0	39	14	53	14
		HEATHROW	KOREAN AIR	S	D	13	0	0	62	8	23	0	8	0	29	71	27	14
<b>TOTAL SEOUL (KIMPO)</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>27</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>40</b>	<b>33</b>	<b>33</b>
SEVILLE		HEATHROW	IBERIA	S	A	31	0	0	84	3	3	10	0	0	8	94	-3	31

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					Actual (7)	Plan (8)											
SEVILLE	HEATHROW	IBERIA	S	D	31	0	0	84	3	0	13	0	0	6	100	-6	31
<b>TOTAL SEVILLE</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>-4</b>	<b>-4</b>
SEYCHELLES	GATWICK	AIR SEYCHELLES	S	A	9	0	0	56	44	0	0	0	11	60	15	10	
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	67	22	11	0	0	15	70	15	10	
<b>TOTAL SEYCHELLES</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>13</b>	<b>65</b>	<b>15</b>	<b>15</b>	
SFAX	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	75	0	0	0	19	50	14	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	19	0	0	0	
<b>TOTAL SFAX</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>14</b>	<b>14</b>	
SHANNON	HEATHROW	AER LINGUS	S	A	110	0	1	74	12	6	8	0	15	68	19	93	
	HEATHROW	AER LINGUS	S	D	111	0	0	79	8	6	5	1	11	83	11	93	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	90	6	3	0	0	-1	88	0	25	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	1	1	97	3	0	0	0	-2	87	0	30	
<b>TOTAL SHANNON</b>					<b>282</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>12</b>	
SHARM EL SHEIKH (OPHIRA)	GATWICK	EXCALIBUR AIRWAYS	C	A	2	0	0	0	0	0	100	0	106	0	52	4	
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	50	0	25	25	0	43	75	11	4	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	33	0	33	0	27	75	-7	4	
	GATWICK	TRANSAER	C	A	3	0	0	33	0	67	0	0	31	0	0	0	
	GATWICK	TRANSAER	C	D	4	0	0	50	50	0	0	0	18	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>18</b>	<b>18</b>	<b>24</b>	<b>6</b>	<b>51</b>	<b>56</b>	<b>17</b>	<b>17</b>	
SINGAPORE	HEATHROW	SINGAPORE AIRLINES	S	A	62	0	0	65	23	8	2	3	17	50	18	62	
	HEATHROW	SINGAPORE AIRLINES	S	D	62	0	0	48	29	21	0	2	21	47	21	62	
	MANCHESTER	SINGAPORE AIRLINES	S	A	13	0	0	92	8	0	0	0	-6	69	18	13	
	MANCHESTER	SINGAPORE AIRLINES	S	D	13	0	0	54	23	23	0	0	15	100	0	13	
<b>TOTAL SINGAPORE</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>16</b>	<b>55</b>	<b>18</b>	<b>18</b>	

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						Actual (7)	Plan (8)										
SKIATHOS	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	4	2	2	50	25	25	0	0	0	24	0	0	0
	MANCHESTER	BRITANNIA AB	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0
	GATWICK	EXCALIBUR AIRWAYS	C	A	3	0	0	67	33	0	0	0	2	20	29	5	
	GATWICK	EXCALIBUR AIRWAYS	C	D	2	0	0	100	0	0	0	0	-2	33	51	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	-18	100	-12	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	-1	100	2	2	
	GATWICK	GB AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	2	20	58	5	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	3	0	0	33	0	67	0	0	7	67	7	3	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	2	0	1	0	50	50	0	0	31	50	22	2	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	1	1	75	25	0	0	0	3	67	-3	3	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	20	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	0	100	0	0	0	0	-39	100	-8	3	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	1	100	0	0	0	0	-2	100	5	2	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	28	25	19	4	
	GATWICK	MONARCH AIRLINES	C	D	3	0	2	67	33	0	0	0	10	0	34	3	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	75	25	0	45	50	-1	4	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	33	19	3	
<b>TOTAL SKIATHOS</b>					<b>56</b>	<b>5</b>	<b>9</b>	<b>64</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>18</b>	<b>18</b>
SOFIA	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	22	0	0	32	36	23	5	5	0	32	30	31	23
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	22	0	0	73	14	9	5	0	12	74	10	23	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	14	0	0	93	7	0	0	0	-14	85	-7	13	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	14	0	0	64	36	0	0	0	12	85	10	13	
<b>TOTAL SOFIA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>14</b>	<b>14</b>
SOUTHAMPTON	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	69	0	2	90	1	7	1	0	1	90	2	67	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	1	91	1	4	3	0	4	85	3	67	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
SOUTHAMPTON		MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	44	0	0	89	7	2	0	2	0	7	83	5	42
		MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	42	2	2	95	5	0	0	0	0	-3	86	4	42
<b>TOTAL SOUTHAMPTON</b>						<b>225</b>	<b>2</b>	<b>5</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>3</b>	<b>3</b>
SPLIT		STANSTED	AIR OPERATIONS EUROPE	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0
		STANSTED	AIR OPERATIONS EUROPE	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0
		GATWICK	CROATIA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	11	0	0	0
		GATWICK	CROATIA AIRLINES	C	D	4	0	0	75	0	0	25	0	0	24	0	0	0
		MANCHESTER	CROATIA AIRLINES	C	A	5	0	0	80	0	0	0	20	0	55	0	0	0
		MANCHESTER	CROATIA AIRLINES	C	D	3	0	0	67	0	0	0	33	0	85	0	0	0
<b>TOTAL SPLIT</b>						<b>20</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>29</b>	<b>29</b>
ST JOHNS																		
ST LOUIS (LAMBERT)		GATWICK	TRANS WORLD AIRLINES	S	A	31	0	0	68	13	10	10	0	0	14	55	25	31
		GATWICK	TRANS WORLD AIRLINES	S	D	31	0	0	71	13	3	13	0	0	21	68	14	31
<b>TOTAL ST LOUIS (LAMBERT)</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>20</b>	<b>20</b>
ST LUCIA (HEWANORRA)		MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	28	0	0	0
		MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	4	0	0	0
		GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	8	15	8	0	8	51	77	79	13
		GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	57	14	14	7	0	7	61	31	30	13
		GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	12	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>						<b>40</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>43</b>	<b>53</b>	<b>48</b>	<b>48</b>
ST PETERSBURG		HEATHROW	AEROFLOT	S	A	4	0	0	100	0	0	0	0	0	5	0	0	0
		HEATHROW	AEROFLOT	S	D	4	0	0	75	25	0	0	0	0	5	80	7	5
		STANSTED	AEROFLOT	S	A	9	0	0	78	22	0	0	0	0	6	89	-12	9
		STANSTED	AEROFLOT	S	D	9	0	0	89	11	0	0	0	0	7	78	4	9
		HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	59	14	27	0	0	0	12	65	11	23

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)										
ST PETERSBURG	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	82	9	9	0	0	0	10	65	12	23
<b>TOTAL ST PETERSBURG</b>					<b>71</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>7</b>	<b>7</b>
STANSTED	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	66	0	1	89	9	0	2	0	0	-2	94	-3	62
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	67	0	0	97	3	0	0	0	0	-4	94	0	62
	GLASGOW	KLM UK LTD	S	A	86	0	0	87	6	6	1	0	0	1	95	-2	75
	GLASGOW	KLM UK LTD	S	D	83	0	1	84	10	4	2	0	0	6	86	5	78
<b>TOTAL STANSTED</b>					<b>304</b>	<b>1</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>0</b>	<b>0</b>
STAVANGER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	85	8	4	4	0	0	17	77	10	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	27	0	0	81	7	4	7	0	0	11	88	9	26
	HEATHROW	SAS	S	A	62	0	0	74	18	6	2	0	0	8	95	-5	86
	HEATHROW	SAS	S	D	62	0	0	89	6	3	2	0	0	1	94	-3	87
<b>TOTAL STAVANGER</b>					<b>177</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>-1</b>	<b>-1</b>
STOCKHOLM (ARLANDA)	GATWICK	BRITANNIA AB	S	A	30	0	0	43	50	3	3	0	0	21	79	10	89
	GATWICK	BRITANNIA AB	S	D	31	0	0	77	10	10	3	0	0	11	92	7	88
	STANSTED	BRITANNIA AB	C	A	18	0	0	89	0	11	0	0	0	4	0	0	0
	STANSTED	BRITANNIA AB	C	D	17	0	0	65	24	12	0	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	74	15	8	2	0	0	9	79	8	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	85	10	4	1	0	0	5	85	10	119
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	22	33	11	22	11	0	55	36	29	14
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	11	11	33	33	11	0	75	21	33	14
	HEATHROW	SAS	S	A	151	0	0	68	20	10	2	0	0	12	80	8	145
	HEATHROW	SAS	S	D	150	0	0	88	4	6	1	1	0	5	90	2	144
	MANCHESTER	SAS	S	A	27	0	0	78	15	7	0	0	0	12	19	31	26



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						Actual (7)	Plan (8)										
STOCKHOLM (ARLANDA)																	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>696</b>	<b>3</b>	<b>13</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	<b>10</b>	
STORNOWAY																	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	56	0	0	77	18	4	2	0	10	55	32	51	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	57	0	0	82	7	9	2	0	8	77	9	53	
<b>TOTAL STORNOWAY</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>20</b>	<b>20</b>	
STRASBOURG																	
	HEATHROW	AIR FRANCE	S	A	29	0	0	55	28	14	3	0	16	41	45	51	
	HEATHROW	AIR FRANCE	S	D	31	1	1	48	13	29	10	0	25	58	35	50	
<b>TOTAL STRASBOURG</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>20</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>40</b>	<b>40</b>	
STUTTGART																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	50	31	11	7	0	19	79	12	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	1	89	7	2	2	0	4	95	3	57	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	47	0	1	68	17	9	6	0	15	88	3	25	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	47	0	0	85	6	4	4	0	9	92	5	25	
	HEATHROW	LUFTHANSA	S	A	72	0	0	67	18	11	4	0	13	69	12	72	
	HEATHROW	LUFTHANSA	S	D	90	0	1	80	10	7	3	0	7	89	6	94	
<b>TOTAL STUTTGART</b>					<b>364</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>8</b>	
SUMBURGH																	
	GLASGOW	BMI REGIONAL	S	A	20	0	0	75	15	5	5	0	13	0	0	0	
	GLASGOW	BMI REGIONAL	S	D	21	0	1	95	0	0	5	0	7	0	0	0	
	MANCHESTER	BMI REGIONAL	S	A	26	0	0	85	4	12	0	0	6	0	0	0	
	MANCHESTER	BMI REGIONAL	S	D	3	0	0	67	0	33	0	0	14	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	49	0	0	88	4	6	2	0	8	96	-1	26	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	22	0	0	100	0	0	0	0	-3	85	10	20	
	GLASGOW	LOGANAIR	S	A	26	0	0	62	31	8	0	0	13	88	10	25	
	GLASGOW	LOGANAIR	S	D	26	0	0	88	12	0	0	0	6	92	7	26	
<b>TOTAL SUMBURGH</b>					<b>193</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>6</b>	
SYDNEY																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	50	38	0	13	0	18	0	35	6	

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					Actual (7)	Plan (8)												
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	50	25	25	0	0	0	20	100	13	4	
	HEATHROW	QANTAS	S	A	31	1	0	74	13	3	3	6	0	26	80	7	30	
	HEATHROW	QANTAS	S	D	30	1	0	77	13	7	3	0	0	12	77	14	31	
<b>TOTAL SYDNEY</b>					<b>77</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>6</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	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TAIPEI	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	38	15	0	0	0	17	78	11	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	8	0	8	0	32	67	13	9
	HEATHROW	EVA AIR	S	A	13	0	0	31	23	31	15	0	0	32	0	0	0
	HEATHROW	EVA AIR	S	D	13	0	0	54	8	31	8	0	0	25	0	0	0
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>18</b>	<b>18</b>
TALLIN																	
TAMPA	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	60	20	20	0	0	0	6	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	13	0	0	0
<b>TOTAL TAMPA</b>					<b>9</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
TANGIERS (IBN BATUTA)	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	0	37	40	21	5
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	22	80	7	5
	GATWICK	ROYAL AIR MAROC	C	A	4	0	0	100	0	0	0	0	0	-13	67	5	3
	GATWICK	ROYAL AIR MAROC	C	D	4	0	0	100	0	0	0	0	0	-1	33	24	3
	HEATHROW	ROYAL AIR MAROC	S	D	2	0	0	100	0	0	0	0	0	-3	0	0	0
	MANCHESTER	ROYAL AIR MAROC	C	A	4	0	0	100	0	0	0	0	0	-19	33	82	3
	MANCHESTER	ROYAL AIR MAROC	C	D	3	0	0	100	0	0	0	0	0	-10	33	91	3
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>90</b>	<b>90</b>
TARBES-LOURDES INTERNA	LUTON	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	1	33	0	67	0	0	0	34	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	1	0	0	67	33	0	0	67	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	2	75	25	0	0	0	0	-10	80	-7	5
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	1	60	20	0	20	0	0	34	50	1	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	2	0	50	50	0	0	0	0	18	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	2	2	0	50	0	50	0	0	0	29	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	55	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	72	0	0	0

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						Matched	Plan (8)										
TARBES-LOURDES INTERNA																	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>23</b>	<b>7</b>	<b>7</b>	<b>48</b>	<b>13</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>75</b>	<b>7</b>	<b>7</b>
TASHKENT																	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	18	0	0	56	22	11	6	6	0	18	89	-17	18
	HEATHROW	UZBEKISTAN AIRLINES	S	D	18	0	0	67	0	17	17	0	0	27	72	14	18
	MANCHESTER	UZBEKISTAN AIRLINES	S	A	4	0	4	50	25	0	25	0	0	36	0	0	0
	MANCHESTER	UZBEKISTAN AIRLINES	S	D	4	0	5	50	0	25	25	0	0	34	0	0	0
<b>TOTAL TASHKENT</b>					<b>44</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>11</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>81</b>	<b>-1</b>	<b>-1</b>
TEESSIDE																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	142	0	0	86	8	4	2	0	0	4	85	7	139
	HEATHROW	BMI BRITISH MIDLAND	S	D	142	0	0	92	4	4	1	0	0	0	93	1	139
<b>TOTAL TEESSIDE</b>					<b>286</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>2</b>	<b>89</b>	<b>5</b>	<b>5</b>
TEHRAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	100	0	0	0	0	0	-12	100	-15	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	6	100	-1	9
	HEATHROW	IRAN AIR	S	A	14	0	0	79	7	14	0	0	0	8	69	11	13
	HEATHROW	IRAN AIR	S	D	14	0	0	57	14	21	0	7	0	36	38	49	13
<b>TOTAL TEHRAN</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>14</b>	<b>14</b>
TEL AVIV																	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	4	0	0	0	25	25	25	25	0	91	0	0	0
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	4	0	0	0	50	50	0	0	0	32	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	55	38	3	3	0	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	55	21	21	3	0	0	19	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	2	70	10	20	0	0	0	7	85	1	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	90	0	10	0	0	0	4	76	14	33
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	0	0	0	50	433	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	68	0	0	0
	GATWICK	EL AL	C	A	2	0	0	100	0	0	0	0	0	1	75	7	4
	GATWICK	EL AL	C	D	2	0	0	100	0	0	0	0	0	7	75	13	4
	HEATHROW	EL AL	S	A	43	3	1	70	12	16	2	0	0	10	69	19	51

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)												
TEL AVIV																		
	HEATHROW	EL AL	S	D	46	2	3	74	17	9	0	0	0	5	69	10	52	
	MANCHESTER	EL AL	S	A	7	0	2	71	14	14	0	0	0	2	56	42	9	
	MANCHESTER	EL AL	S	D	7	0	2	100	0	0	0	0	1	33	89	9		
	STANSTED	EL AL	S	A	4	0	0	25	25	25	0	25	0	78	0	0	0	
	STANSTED	EL AL	S	D	4	0	0	75	0	0	25	0	0	33	0	0	0	
	GATWICK	EXCALIBUR AIRWAYS	C	A	11	0	1	27	0	27	36	9	0	66	77	29	13	
	GATWICK	EXCALIBUR AIRWAYS	C	D	11	0	0	27	27	18	18	9	0	55	86	34	14	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	1	0	20	0	10	70	0	0	65	38	46	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	1	25	17	33	25	0	0	40	75	16	8	
	GATWICK	MONARCH AIRLINES	C	A	26	0	1	0	15	42	42	0	0	61	15	37	13	
	GATWICK	MONARCH AIRLINES	C	D	26	0	0	38	27	23	12	0	0	29	62	14	13	
<b>TOTAL TEL AVIV</b>					<b>345</b>	<b>6</b>	<b>16</b>	<b>54</b>	<b>16</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>16</b>	<b>16</b>	
TENERIFE (SURREINA SOFIA)																		
	GLASGOW	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	2	0	94	4	
	MANCHESTER	AIR EUROPA	C	A	8	0	0	75	13	0	13	0	0	12	60	36	10	
	MANCHESTER	AIR EUROPA	C	D	8	0	0	63	25	13	0	0	0	19	33	204	9	
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	1	33	33	0	33	0	0	43	0	0	0	
	LUTON	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	5	1	1	20	20	0	20	20	20	179	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	7	0	0	43	0	29	29	0	0	53	0	0	0	
	GATWICK	AIR OPERATIONS EUROPE	C	A	10	0	1	50	0	20	20	10	0	58	0	306	2	
	GATWICK	AIR OPERATIONS EUROPE	C	D	9	1	2	78	0	0	11	11	0	43	0	302	2	
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	8	0	0	50	13	13	25	0	0	33	100	-25	2	
	MANCHESTER	AIR OPERATIONS EUROPE	C	D	8	0	0	25	25	0	50	0	0	52	0	70	1	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	8	0	0	38	38	25	0	0	0	16	0	0	0	
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	7	0	0	71	0	29	0	0	0	12	0	0	0	
	GATWICK	BRITANNIA AB	C	A	3	1	1	33	0	0	33	0	33	492	0	0	0	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)												
TENERIFE (SURREINA SOFIA)																		
	GATWICK	BRITANNIA AB	C	D	4	0	0	50	0	0	25	0	25	376	0	0	0	
	MANCHESTER	BRITANNIA AB	C	A	7	0	2	71	14	14	0	0	0	-1	0	0	0	
	MANCHESTER	BRITANNIA AB	C	D	7	0	1	71	0	29	0	0	0	21	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	11	0	11	0	34	77	8	13	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	10	0	0	70	10	10	0	10	0	33	85	8	13	
	GATWICK	BRITANNIA AIRWAYS	C	A	19	0	0	47	21	11	16	0	5	67	56	30	18	
	GATWICK	BRITANNIA AIRWAYS	C	D	19	0	0	79	0	5	11	0	5	42	61	27	18	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	0	13	13	13	159	0	56	7	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	11	11	0	54	33	41	9	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	11	40	55	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-2	40	63	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	22	0	0	59	14	14	14	0	0	20	67	18	24	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	23	0	0	83	13	0	4	0	0	7	52	26	25	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	8	100	1	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-2	100	6	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	25	25	13	38	0	0	39	56	22	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	1	13	38	13	38	0	0	42	67	23	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	44	11	33	11	0	0	36	50	44	12	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	33	22	33	11	0	0	30	75	6	12	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	-9	67	15	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	-1	50	28	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	24	0	0	38	38	4	17	4	0	36	56	13	18	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	24	0	0	58	25	4	8	4	0	29	76	10	17	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	85	0	8	0	0	8	47	85	-12	13	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	5	75	7	12	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	16	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	22	0	1	77	9	5	9	0	0	7	58	16	33	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	83	13	0	4	0	0	7	59	19	29	
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-13	0	0	0	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						OCT 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)												
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	25	75	0	0	0	0	14	0	0	0	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	4	0	0	0	25	25	50	0	0	56	25	56	4	
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	25	25	0	0	39	50	48	4	
	GATWICK	LEISURE INTERNATIONAL	C	A	14	0	1	36	21	14	29	0	0	38	42	31	12	
	GATWICK	LEISURE INTERNATIONAL	C	D	14	0	1	50	14	21	14	0	0	22	73	17	11	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	60	0	40	0	0	0	19	100	9	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	7	0	0	86	14	0	0	0	0	6	100	5	4	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	0	100	0	0	0	0	23	80	23	5	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	100	0	0	0	0	0	6	75	30	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	0	50	25	25	0	0	46	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	27	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	32	0	0	50	25	13	6	6	0	28	20	53	40	
	GATWICK	MONARCH AIRLINES	C	D	33	0	1	76	6	9	3	6	0	21	58	41	38	
	LUTON	MONARCH AIRLINES	S	A	9	0	0	78	11	0	11	0	0	16	63	25	8	
	LUTON	MONARCH AIRLINES	C	A	3	1	0	100	0	0	0	0	0	0	75	20	4	
	LUTON	MONARCH AIRLINES	S	D	9	0	0	78	11	11	0	0	0	11	88	16	8	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	100	6	4	
	MANCHESTER	MONARCH AIRLINES	C	A	32	1	1	38	34	16	13	0	0	27	42	25	26	
	MANCHESTER	MONARCH AIRLINES	C	D	33	0	0	82	9	6	3	0	0	7	76	9	25	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	1	67	25	0	0	0	8	95	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	1	93	7	0	0	0	0	5	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	0	0	38	13	13	205	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	11	11	22	33	22	0	115	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	1	1	50	13	25	0	13	0	41	80	5	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	1	67	22	0	11	0	0	21	80	4	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	67	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	0	50	0	0	63	0	0	0	
	GLASGOW	OASIS INTERNATIONAL	C	A	12	0	0	75	25	0	0	0	0	2	50	10	6	
	GLASGOW	OASIS INTERNATIONAL	C	D	12	0	0	67	17	8	8	0	0	12	40	29	5	
	MANCHESTER	OASIS INTERNATIONAL	C	A	12	0	0	75	8	8	8	0	0	3	25	138	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
TENERIFE (SURREINA SOFIA)																	
	MANCHESTER	OASIS INTERNATIONAL	C	D	11	1	0	64	18	9	9	0	0	8	40	108	5
	BIRMINGHAM	SPANAIR	C	A	8	0	0	63	13	13	0	13	0	29	43	44	7
	BIRMINGHAM	SPANAIR	C	D	9	0	0	33	22	33	0	11	0	44	38	81	8
	MANCHESTER	SPANAIR	C	A	3	1	0	33	0	67	0	0	0	26	60	39	5
	MANCHESTER	SPANAIR	C	D	4	1	0	75	0	0	25	0	0	25	75	51	4
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-51	0	0	0
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	TRANSAER	C	A	7	0	0	57	14	0	29	0	0	38	100	6	1
	GATWICK	TRANSAER	C	D	6	0	3	83	0	17	0	0	0	1	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>826</b>	<b>12</b>	<b>24</b>	<b>62</b>	<b>15</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>53</b>	<b>35</b>	<b>35</b>
THIRA (SANTORINI)																	
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	1	0	25	25	25	25	0	0	36	40	31	5
	GATWICK	EXCALIBUR AIRWAYS	C	D	3	0	0	0	33	67	0	0	0	46	25	30	4
	MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	1	67	0	33	0	0	0	7	75	8	4
<b>TOTAL THIRA (SANTORINI)</b>					<b>10</b>	<b>6</b>	<b>1</b>	<b>30</b>	<b>20</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>39</b>	<b>31</b>	<b>31</b>
TIREE																	
	GLASGOW	LOGANAIR	S	A	17	0	1	71	24	6	0	0	0	9	33	27	3
	GLASGOW	LOGANAIR	S	D	17	0	0	82	12	0	0	6	0	13	100	-179	3
<b>TOTAL TIREE</b>					<b>34</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>-76</b>	<b>-76</b>
TOBAGO																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0
<b>TOTAL TOBAGO</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>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOKYO (NARITA)																	
	HEATHROW	AEROFLOT	S	A	9	0	0	11	22	44	22	0	0	46	53	45	15
	HEATHROW	AEROFLOT	S	D	9	0	0	67	11	22	0	0	0	15	50	18	8
	HEATHROW	ALL NIPPON AIRWAYS	S	A	32	0	0	34	38	25	3	0	0	22	52	17	31
	HEATHROW	ALL NIPPON AIRWAYS	S	D	32	0	0	81	9	9	0	0	0	6	81	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	48	28	19	3	0	2	36	50	25	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	74	10	14	2	0	0	13	72	14	58



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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)												
TOKYO (NARITA)																		
	HEATHROW	JAPAN AIRLINES	S	A	37	0	0	54	24	22	0	0	0	14	19	44	36	
	HEATHROW	JAPAN AIRLINES	S	D	38	0	0	74	13	3	8	0	3	42	65	15	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	52	22	11	15	0	0	20	30	41	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	67	19	11	4	0	0	15	33	31	27	
<b>TOTAL TOKYO (NARITA)</b>					<b>327</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>52</b>	<b>25</b>	<b>25</b>	
TORONTO																		
	GLASGOW	AIR CANADA	S	A	19	0	0	68	21	5	5	0	0	8	73	11	15	
	GLASGOW	AIR CANADA	S	D	19	0	0	68	21	5	0	5	0	19	50	37	16	
	HEATHROW	AIR CANADA	S	A	63	3	7	52	24	11	8	5	0	28	49	23	37	
	HEATHROW	AIR CANADA	S	D	61	0	5	51	25	18	7	0	0	21	22	41	32	
	MANCHESTER	AIR CANADA	S	A	18	0	0	83	6	11	0	0	0	-9	75	0	16	
	MANCHESTER	AIR CANADA	S	D	18	0	0	78	11	11	0	0	0	4	82	5	17	
	GATWICK	AIR CLUB INTERNATIONAL	C	A	5	0	0	60	20	0	20	0	0	26	0	0	0	
	GATWICK	AIR CLUB INTERNATIONAL	C	D	5	0	0	60	20	20	0	0	0	11	0	0	0	
	GLASGOW	AIR CLUB INTERNATIONAL	C	A	4	1	0	25	0	75	0	0	0	32	0	0	0	
	GLASGOW	AIR CLUB INTERNATIONAL	C	D	4	0	0	25	0	25	50	0	0	53	0	0	0	
	MANCHESTER	AIR CLUB INTERNATIONAL	C	A	5	0	0	80	0	20	0	0	0	10	0	0	0	
	MANCHESTER	AIR CLUB INTERNATIONAL	C	D	5	0	0	60	20	0	20	0	0	27	0	0	0	
	HEATHROW	AIR INDIA	S	A	10	0	2	40	0	20	20	0	20	227	54	21	13	
	HEATHROW	AIR INDIA	S	D	11	0	3	0	9	27	27	9	27	308	0	70	8	
	BIRMINGHAM	AIR TRANSAT	C	A	4	0	0	50	50	0	0	0	0	3	100	1	2	
	BIRMINGHAM	AIR TRANSAT	C	D	4	0	0	100	0	0	0	0	0	4	50	33	2	
	GATWICK	AIR TRANSAT	C	A	11	0	2	82	0	0	18	0	0	13	68	13	19	
	GATWICK	AIR TRANSAT	C	D	12	0	0	75	0	8	17	0	0	25	65	27	20	
	GLASGOW	AIR TRANSAT	C	A	6	0	0	67	0	17	17	0	0	18	86	4	7	
	GLASGOW	AIR TRANSAT	C	D	6	0	0	67	0	17	17	0	0	30	71	9	7	
	MANCHESTER	AIR TRANSAT	C	A	9	0	0	78	0	11	11	0	0	10	73	7	15	
	MANCHESTER	AIR TRANSAT	C	D	7	2	0	71	0	0	29	0	0	26	67	27	15	
	STANSTED	AIR TRANSAT	C	A	2	0	0	100	0	0	0	0	0	-9	100	-11	1	
	STANSTED	AIR TRANSAT	C	D	2	0	0	50	0	50	0	0	0	18	100	-11	1	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
TORONTO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	0	79	8	8	5	0	0	-4	75	20	40
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	59	23	15	3	0	0	17	54	17	39
	GATWICK	CANADA 3000 AIRLINES	C	A	8	0	0	100	0	0	0	0	0	-23	89	-15	9
	GATWICK	CANADA 3000 AIRLINES	C	D	8	0	0	100	0	0	0	0	0	2	56	24	9
	GLASGOW	CANADA 3000 AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-6	100	-2	4
	GLASGOW	CANADA 3000 AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	75	13	4
	MANCHESTER	CANADA 3000 AIRLINES	C	A	9	0	0	100	0	0	0	0	0	-21	78	37	9
	MANCHESTER	CANADA 3000 AIRLINES	C	D	9	0	0	78	11	0	11	0	0	12	63	67	8
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	0	68	10	16	6	0	0	15	87	-7	31
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	0	87	13	0	0	0	0	1	90	-1	31
<b>TOTAL TORONTO</b>					<b>495</b>	<b>6</b>	<b>19</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>65</b>	<b>17</b>	<b>17</b>
TOULOUSE (BLAGNAC)																	
	HEATHROW	AIR FRANCE	S	A	61	0	1	87	8	3	2	0	0	5	87	3	31
	HEATHROW	AIR FRANCE	S	D	61	0	1	93	3	2	2	0	0	2	94	0	31
	GATWICK	AIR LIB	S	A	6	0	0	50	17	17	17	0	0	27	0	0	0
	GATWICK	AIR LIB	S	D	6	0	0	33	33	33	0	0	0	23	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	84	6	3	6	0	0	10	95	0	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	85	6	0	8	0	0	9	92	3	62
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>262</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>2</b>	<b>2</b>
TOURS																	
TRABZON																	
TRIVANDRUM																	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	9	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL TRIVANDRUM</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRONDHEIM (VAERNES)																	
TUNIS																	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)
TUNIS																		
	HEATHROW	GB AIRWAYS LTD	S	A	13	0	0	38	46	15	0	0	0	19	100	5	1	
	HEATHROW	GB AIRWAYS LTD	S	D	13	0	0	62	15	15	0	0	8	60	100	-1	1	
	HEATHROW	TUNISAIR	S	A	14	0	0	43	21	21	14	0	0	32	85	10	13	
	HEATHROW	TUNISAIR	S	D	14	0	0	36	36	14	14	0	0	38	69	11	13	
<b>TOTAL TUNIS</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>30</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>73</b>	<b>11</b>	<b>11</b>	
TURIN																		
	HEATHROW	ALITALIA	S	A	27	0	4	56	4	15	26	0	0	30	72	7	29	
	HEATHROW	ALITALIA	S	D	27	0	4	56	7	19	19	0	0	23	86	1	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	1	73	21	0	6	0	0	6	54	18	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	3	3	0	0	4	88	1	26	
<b>TOTAL TURIN</b>					<b>131</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>11</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</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 OCTOBER 1995

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
VAGAR																		
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	67	11	11	6	6	0	27	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	89	0	0	11	0	0	22	0	0	0	
	HEATHROW	IBERIA	S	A	31	0	0	94	0	0	3	3	0	6	100	-7	31	
	HEATHROW	IBERIA	S	D	31	0	0	90	0	6	3	0	0	3	94	-3	31	
<b>TOTAL VALENCIA</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>95</b>	<b>-3</b>	<b>-3</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	48	10	19	23	0	0	32	67	5	30	
	HEATHROW	AIR CANADA	S	D	31	0	0	52	10	32	6	0	0	24	55	30	31	
	GATWICK	AIR CLUB INTERNATIONAL	C	A	4	0	0	0	0	0	50	50	0	154	100	-65	5	
	GATWICK	AIR CLUB INTERNATIONAL	C	D	4	0	0	0	0	0	75	25	0	147	40	37	5	
	GLASGOW	AIR CLUB INTERNATIONAL	C	A	4	0	0	50	0	25	25	0	0	19	100	5	4	
	GLASGOW	AIR CLUB INTERNATIONAL	C	D	4	0	0	0	0	0	100	0	0	121	50	12	4	
	MANCHESTER	AIR CLUB INTERNATIONAL	C	A	4	0	0	0	0	0	75	25	0	146	50	4	4	
	MANCHESTER	AIR CLUB INTERNATIONAL	C	D	4	0	0	0	0	0	75	25	0	155	50	15	4	
	GATWICK	AIR TRANSAT	C	A	2	0	0	0	50	50	0	0	0	34	0	0	0	
	GATWICK	AIR TRANSAT	C	D	2	0	0	50	50	0	0	0	0	18	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	0	10	0	0	4	90	-8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	6	6	6	0	0	14	87	7	31	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	0	58	26	13	3	0	0	16	83	-5	30	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	0	74	10	16	0	0	0	10	97	1	30	
<b>TOTAL VANCOUVER</b>					<b>218</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>77</b>	<b>9</b>	<b>9</b>	
VARADERO																		
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	14	75	12	4	
<b>TOTAL VARADERO</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>14</b>	<b>71</b>	<b>15</b>	<b>15</b>	
VARNA																		
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	69	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)												
VARNA																		
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	0	50	0	50	0	0	45	0	0	0	
<b>TOTAL VARNA</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>10</b>	<b>86</b>	<b>86</b>	
VENICE																		
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	5	0	1	60	20	20	0	0	0	21	0	0	0	
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	ALITALIA	S	A	61	0	0	70	23	5	2	0	0	12	0	0	0	
	GATWICK	ALITALIA	S	D	61	0	0	80	15	3	2	0	0	7	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	40	20	20	0	74	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	18	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	66	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	60	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	3	3	0	0	7	65	26	37	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	6	3	0	0	10	62	30	37	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	10	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	17	0	0	0	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	9	0	0	67	22	0	11	0	0	15	38	41	13	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	16	58	40	12	
	GATWICK	EXCALIBUR AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	23	50	50	6	
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	42	40	66	5	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	80	0	10	10	0	0	16	50	27	12	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	90	0	0	10	0	0	10	58	20	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-8	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	-3	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	A	5	0	0	20	20	20	20	20	0	80	0	0	0	
	GATWICK	STERLING EUROPEAN AIRLINES	C	D	4	1	0	0	75	0	0	25	0	76	0	0	0	
<b>TOTAL VENICE</b>					<b>280</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>34</b>	<b>34</b>	
VERONA																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
VERONA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	0	84	8	3	3	2	0	4	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	61	0	1	74	13	10	3	0	0	11	0	0	0
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	0	33	67	0	0	0	45	0	0	0
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	33	33	33	0	0	0	24	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	0	50	0	0	58	29	66	7
	GATWICK	MONARCH AIRLINES	C	D	2	0	2	50	0	0	50	0	0	55	0	106	5
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-3	100	-4	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-14	0	0	0
<b>TOTAL VERONA</b>					<b>142</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>15</b>	<b>15</b>
VIENNA																	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	12	0	0	0
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	-4	0	0	0
	HEATHROW	AUSTRIAN AIRLINES	S	A	104	0	3	62	18	13	7	0	0	18	82	8	95
	HEATHROW	AUSTRIAN AIRLINES	S	D	105	0	2	78	10	7	5	0	0	11	88	7	95
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	1	64	25	3	7	0	2	23	82	2	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	76	11	11	2	0	0	10	85	7	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	61	14	19	5	0	0	17	72	31	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	69	16	14	1	0	0	12	72	11	93
	GATWICK	LAUDA-AIR	S	A	17	1	0	65	24	0	12	0	0	17	75	-3	8
	GATWICK	LAUDA-AIR	S	D	17	1	0	53	35	0	12	0	0	22	75	10	8
	MANCHESTER	LAUDA-AIR	S	A	27	0	0	56	19	15	11	0	0	21	92	2	26
	MANCHESTER	LAUDA-AIR	S	D	27	0	0	78	7	7	7	0	0	10	58	16	26
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	11	33	33	22	0	0	39	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	78	0	0	22	0	0	27	0	0	0
	GATWICK	TRANSAER	C	A	6	0	0	33	17	33	17	0	0	34	0	0	0
	GATWICK	TRANSAER	C	D	6	0	0	67	17	17	0	0	0	13	0	0	0
<b>TOTAL VIENNA</b>					<b>644</b>	<b>2</b>	<b>7</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>12</b>	<b>12</b>

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)												
VILNIUS	HEATHROW	LITHUANIA AIRLINES	S	A	17	0	0	82	12	0	6	0	0	6	67	7	18	
	HEATHROW	LITHUANIA AIRLINES	S	D	17	0	0	71	18	0	12	0	0	12	83	5	18	
<b>TOTAL VILNIUS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</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 OCTOBER 1995

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
WARSAW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	77	17	0	6	0	0	9	68	13	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	84	10	4	2	0	0	9	85	6	52	
	HEATHROW	LOT-POLISH AIRLINES	S	A	44	0	0	80	14	0	7	0	0	10	88	3	43	
	HEATHROW	LOT-POLISH AIRLINES	S	D	47	0	1	83	4	4	6	2	0	15	96	-2	47	
<b>TOTAL WARSAW</b>					<b>194</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>5</b>	<b>5</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	76	8	10	5	0	0	-3	81	-4	73	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	1	100	0	0	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	73	8	14	3	0	2	22	67	16	73	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	62	1	0	68	11	6	11	3	0	27	82	15	61	
	HEATHROW	UNITED AIRLINES	S	D	62	1	0	63	24	11	2	0	0	15	67	12	61	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>246</b>	<b>3</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>10</b>	<b>10</b>	
WATERFORD																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	8	0	0	75	13	13	0	0	0	-3	67	27	9	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	8	0	0	88	0	13	0	0	0	6	63	32	8	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	94	3	3	0	0	0	-5	83	1	29	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	94	0	3	3	0	0	2	71	16	31	
	LUTON	SCOT AIRWAYS	S	A	51	1	1	61	25	4	10	0	0	20	0	0	0	
	LUTON	SCOT AIRWAYS	S	D	53	0	1	83	2	8	8	0	0	6	0	0	0	
<b>TOTAL WATERFORD</b>					<b>182</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>13</b>	<b>13</b>	
WINDHOEK																		
	HEATHROW	AIR NAMIBIA	S	A	13	0	0	38	15	38	8	0	0	26	93	-1	14	
	HEATHROW	AIR NAMIBIA	S	D	13	0	0	92	8	0	0	0	0	7	86	5	14	
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>2</b>	<b>2</b>	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	65	19	10	6	0	0	9	61	27	18
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	77	6	6	10	0	0	12	67	23	18
<b>TOTAL ZAGREB</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>51</b>	<b>51</b>
ZAKINTHOS	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	0	67	0	0	0	33	0	89	0	0	0
	GATWICK	AIR FOYLE PASSENGER AIRLINES	C	D	3	0	0	67	0	0	0	33	0	75	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	3	0	0	67	0	33	0	0	0	1	0	81	1
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	1	100	0	0	0	0	0	11	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	-12	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	3	0	0	100	0	0	0	0	0	-2	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	3	0	0	100	0	0	0	0	0	-13	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	100	-9	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	100	3	4
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	60	20	10	10	0	0	22	80	7	10
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	13	13	0	0	31	100	1	8
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-9	80	79	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	-3	75	8	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	70	20	10	0	0	0	3	40	23	10
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	2	88	7	8
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	1	0	40	20	20	20	0	0	32	75	1	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	1	1	25	25	25	25	0	0	42	100	5	4
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-13	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-11	0	0	0
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	10	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	-53	100	-43	2

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	1	100	0	0	0	0	0	-8	100	-1	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	-10	75	-5	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	2	67	17	17	0	0	0	12	71	8	7
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	67	-6	3
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	1	50	0	50	0	0	0	20	50	12	2
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	0	1	50	50	0	0	0	0	4	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-34	100	-17	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	1	67	0	33	0	0	0	13	78	3	9
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	33	33	0	33	0	0	45	75	14	4
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	1	50	0	0	0	50	0	146	33	18	6
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	0	50	0	0	65	75	28	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	17	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	35	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	6	0	1	67	0	33	0	0	0	1	100	10	1
	GATWICK	MONARCH AIRLINES	C	D	5	1	1	60	0	40	0	0	0	18	100	10	1
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	75	13	0	13	0	0	14	25	18	4
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	1	29	43	29	0	0	0	18	67	9	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	34	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	20	50	20	0	10	0	41	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	25	0	0	0	0	5	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	1	56	11	33	0	0	0	14	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	0	0	14	0	0	8	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	34	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	0	33	0	69	0	0	0
<b>TOTAL ZAKINTHOS</b>					<b>224</b>	<b>4</b>	<b>20</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>12</b>	<b>12</b>
ZARAGOZA	STANSTED	AVIACO	S	A	2	0	0	100	0	0	0	0	0	-1	0	0	0
	STANSTED	AVIACO	S	D	2	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL ZARAGOZA</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>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
ZURICH	MANCHESTER	AER LINGUS	S	A	23	0	0	96	4	0	0	0	0	-4	95	-3	21
	MANCHESTER	AER LINGUS	S	D	27	0	0	89	4	7	0	0	0	9	92	9	26
	HEATHROW	BMI BRITISH MIDLAND	C	A	11	0	0	91	9	0	0	0	0	2	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	12	0	0	67	25	0	8	0	0	12	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	24	0	0	96	4	0	0	0	0	-1	97	-27	30
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	24	0	0	54	21	21	4	0	0	19	68	13	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	0	64	21	10	3	1	0	16	88	3	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	121	0	0	64	18	12	5	0	1	22	87	6	119
	LUTON	EASYJET SWITZERLAND	C	A	4	3	3	50	25	0	25	0	0	26	0	0	0
	LUTON	EASYJET SWITZERLAND	C	D	4	3	3	50	25	0	25	0	0	33	0	0	0
	GATWICK	FLIGHTLINE LTD	C	A	70	0	0	26	23	16	31	3	1	60	58	22	33
	GATWICK	FLIGHTLINE LTD	C	D	71	0	2	70	17	8	4	0	0	13	62	38	34
	HEATHROW	KENYA AIRWAYS	S	A	2	0	0	100	0	0	0	0	0	-3	0	0	0
	HEATHROW	KENYA AIRWAYS	S	D	3	0	0	100	0	0	0	0	0	-4	0	0	0
	STANSTED	KLM UK LTD	S	A	52	0	1	81	13	4	2	0	0	-2	0	0	0
	STANSTED	KLM UK LTD	S	D	52	0	1	58	17	21	4	0	0	16	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	A	30	0	0	70	23	7	0	0	0	11	62	26	26
	BIRMINGHAM	SWISS AIRLINES	S	D	30	0	0	53	30	7	10	0	0	22	63	15	24
	HEATHROW	SWISSAIR	S	A	155	0	0	61	26	10	4	0	0	15	82	7	157
	HEATHROW	SWISSAIR	S	D	155	0	0	66	22	8	3	0	0	13	79	7	156
	MANCHESTER	SWISSAIR	S	A	31	0	0	81	13	6	0	0	0	9	84	5	31
	MANCHESTER	SWISSAIR	S	D	31	0	0	71	23	3	3	0	0	12	80	8	30
<b>TOTAL ZURICH</b>					<b>1053</b>	<b>8</b>	<b>10</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>8</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1995

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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	451	0	1	79	8	7	5	0	0	11	82	9	444	
DUBLIN	531	3	17	90	5	2	2	0	0	4	82	9	449	
NEW YORK (JF KENNEDY)	62	0	0	87	0	5	6	0	2	3	87	5	60	
PALMA DE MALLORCA	193	3	12	79	7	8	6	0	0	6	55	39	207	
PARIS (CHARLES DE GAULLE)	466	0	12	85	6	5	4	0	0	6	95	1	384	
CHARTERED FLIGHTS(ALL ROUTES)	1345	24	86	69	11	11	8	1	0	15	59	30	1400	
SCHEDULED FLIGHTS(ALL ROUTES)	5378	16	62	85	7	4	3	0	0	7	86	6	5040	
AIRPORT TOTAL	6723	40	148	82	8	6	4	0	0	8	80	11	6440	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1995

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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	247	2	3	72	17	6	4	2	0	16	66	16	279	
ATHENS	221	0	4	60	14	15	10	2	0	22	42	42	257	
DUBLIN	440	0	10	80	9	9	3	0	0	9	71	16	415	
NEW YORK (JF KENNEDY)	62	1	0	84	8	6	2	0	0	1	79	14	62	
PALMA DE MALLORCA	308	4	20	61	14	10	14	1	0	25	50	40	345	
PARIS (CHARLES DE GAULLE)	353	2	9	84	8	4	4	0	0	7	84	7	452	
CHARTERED FLIGHTS(ALL ROUTES)	4961	85	257	59	15	12	11	2	0	26	52	34	5004	
SCHEDULED FLIGHTS(ALL ROUTES)	11581	59	118	76	12	7	4	0	0	12	77	13	10906	
AIRPORT TOTAL	16542	144	375	71	13	9	6	1	0	16	69	20	15910	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1995

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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	168	1	4	61	15	13	11	0	0	20	81	6	155	
DUBLIN	184	0	2	91	6	2	0	1	0	3	90	3	289	
PALMA DE MALLORCA	157	11	10	54	11	18	16	1	1	30	32	47	177	
PARIS (CHARLES DE GAULLE)	162	3	0	83	6	5	6	0	0	8	95	2	239	
CHARTERED FLIGHTS(ALL ROUTES)	1120	44	72	61	11	14	12	1	1	29	50	33	1239	
SCHEDULED FLIGHTS(ALL ROUTES)	5262	46	56	86	7	4	3	0	0	6	85	7	5305	
AIRPORT TOTAL	6382	90	128	81	8	6	4	0	0	10	78	12	6544	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1995

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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	1443	8	9	75	12	8	5	0	0	10	81	7	1425	
ATHENS	358	2	2	64	15	15	6	0	0	13	63	19	369	
DUBLIN	1276	2	4	79	11	6	4	0	0	9	86	5	1305	
NEW YORK (JF KENNEDY)	1141	4	3	75	12	7	5	1	1	13	78	16	1068	
PALMA DE MALLORCA	122	0	0	82	7	2	10	0	0	12	86	1	124	
PARIS (CHARLES DE GAULLE)	1459	14	3	78	12	6	4	0	0	8	87	3	1472	
CHARTERED FLIGHTS(ALL ROUTES)	156	16	13	53	18	15	12	1	2	38	47	36	102	
SCHEDULED FLIGHTS(ALL ROUTES)	35489	125	276	74	13	8	5	0	0	12	78	10	34767	
AIRPORT TOTAL	35645	141	289	73	13	8	5	0	0	12	78	10	34869	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1995

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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	173	7	21	68	8	12	12	1	0	19	0	0	0	
DUBLIN	162	13	8	96	1	2	1	0	0	0	77	12	123	
PALMA DE MALLORCA	90	1	5	77	8	4	10	1	0	13	61	24	90	
PARIS (CHARLES DE GAULLE)	168	0	8	86	4	4	4	2	0	7	97	-2	196	
CHARTERED FLIGHTS(ALL ROUTES)	665	35	47	72	10	8	8	2	1	18	56	32	707	
SCHEDULED FLIGHTS(ALL ROUTES)	860	27	49	83	6	5	6	0	0	8	82	8	638	
AIRPORT TOTAL	1525	62	96	78	8	6	7	1	0	13	68	21	1345	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1995

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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	519	3	31	75	14	8	4	0	0	8	83	5	477	
ATHENS	40	0	3	70	5	8	18	0	0	16	48	37	67	
DUBLIN	623	6	5	91	6	1	2	0	0	3	81	8	611	
NEW YORK (JF KENNEDY)	90	0	2	87	7	4	2	0	0	-5	86	0	123	
PALMA DE MALLORCA	412	12	20	65	8	6	14	7	0	33	41	45	521	
PARIS (CHARLES DE GAULLE)	473	0	6	82	8	5	4	0	0	8	91	2	473	
CHARTERED FLIGHTS(ALL ROUTES)	4379	115	256	63	12	11	12	2	0	24	49	36	4502	
SCHEDULED FLIGHTS(ALL ROUTES)	8832	57	116	81	10	5	3	0	0	7	82	8	8385	
AIRPORT TOTAL	13211	172	372	75	10	7	6	1	0	12	70	17	12887	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1995

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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	231	2	1	79	9	9	3	0	0	6	76	13	230	
DUBLIN	696	27	13	86	5	5	4	0	0	6	76	16	518	
PALMA DE MALLORCA	103	0	7	54	19	12	14	1	0	23	55	23	105	
PARIS (CHARLES DE GAULLE)	18	4	5	78	6	6	11	0	0	11	0	0	0	
CHARTERED FLIGHTS(ALL ROUTES)	644	27	43	59	15	11	13	2	0	27	64	25	777	
SCHEDULED FLIGHTS(ALL ROUTES)	4331	60	337	81	8	6	4	0	0	8	79	12	3712	
AIRPORT TOTAL	4975	87	380	78	9	7	6	0	0	10	77	14	4489	