

Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

Full and Summary Analysis

December 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

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

2 ENQUIRIES

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

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

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

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

2.4 Coverage

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

INTRODUCTORY NOTES

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

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

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

- (i) No account is taken of the different taxi-ing times associated with the terminal building used.
 - (ii) Prior to October 2003 Gatwick recorded the departure time from the stand. With effect from October 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 DECEMBER 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 70 | 33 | 15 | 3 |
| TOTAL INNSBRUCK | | | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 70 | 33 | 15 | 3 |
| SALZBURG | BRITANNIA AIRWAYS | C | 3 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 14 | 0 | 52 | 3 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 54 | 100 | 0 | 3 |
| TOTAL SALZBURG | | | 6 | 1 | 1 | 33 | 33 | 17 | 17 | 0 | 0 | 34 | 70 | 15 | 10 |
| TOTAL AUSTRIA | | | 10 | 1 | 1 | 40 | 20 | 10 | 20 | 10 | 0 | 48 | 62 | 15 | 13 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BMI BRITISH MIDLAND | S | 106 | 0 | 0 | 78 | 13 | 8 | 1 | 0 | 0 | 9 | 93 | 3 | 138 |
| | BRITISH AIRWAYS PLC | S | 76 | 0 | 2 | 79 | 12 | 5 | 4 | 0 | 0 | 10 | 88 | 6 | 82 |
| TOTAL BRUSSELS | | | 182 | 0 | 2 | 79 | 13 | 7 | 2 | 0 | 0 | 10 | 91 | 4 | 220 |
| TOTAL BELGIUM | | | 182 | 0 | 2 | 79 | 13 | 7 | 2 | 0 | 0 | 10 | 91 | 4 | 220 |
| BULGARIA | | | | | | | | | | | | | | | |
| PLOVDIV | AIR VIA BULGARIAN AIRWAYS | C | 3 | 0 | 1 | 0 | 33 | 0 | 0 | 67 | 0 | 138 | 0 | 0 | 0 |
| TOTAL PLOVDIV | | | 3 | 0 | 1 | 0 | 33 | 0 | 0 | 67 | 0 | 138 | 0 | 0 | 0 |
| TOTAL BULGARIA | | | 3 | 0 | 1 | 0 | 33 | 0 | 0 | 67 | 0 | 138 | 75 | -3 | 4 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 13 | 0 | 0 | 38 | 31 | 8 | 8 | 0 | 15 | 76 | 90 | 9 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL LARNACA | | | 19 | 0 | 0 | 32 | 42 | 5 | 11 | 0 | 11 | 63 | 90 | 9 | 10 |
| PAPHOS | BRITANNIA AIRWAYS | C | 7 | 1 | 1 | 71 | 14 | 0 | 14 | 0 | 0 | 22 | 0 | 0 | 0 |
| | CYPRUS AIRWAYS | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 83 | 6 | 6 |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 2 | 75 | 26 | 8 |
| TOTAL PAPHOS | | | 19 | 2 | 1 | 74 | 21 | 0 | 5 | 0 | 0 | 12 | 81 | 16 | 16 |
| TOTAL CYPRUS | | | 38 | 2 | 1 | 53 | 32 | 3 | 8 | 0 | 5 | 37 | 85 | 13 | 26 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | NEWAIR AIR SERVICE | S | 79 | 0 | 5 | 85 | 5 | 3 | 5 | 3 | 0 | 9 | 67 | 17 | 90 |
| TOTAL BILLUND | | | 79 | 1 | 5 | 85 | 5 | 3 | 5 | 3 | 0 | 9 | 67 | 17 | 90 |
| COPENHAGEN | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | DUO AIRWAYS LTD | S | 79 | 0 | 1 | 63 | 14 | 11 | 9 | 3 | 0 | 23 | 93 | 2 | 74 |
| TOTAL COPENHAGEN | | | 81 | 0 | 1 | 64 | 14 | 11 | 9 | 2 | 0 | 22 | 93 | 2 | 74 |
| TOTAL DENMARK | | | 160 | 1 | 6 | 74 | 9 | 7 | 7 | 3 | 0 | 16 | 79 | 10 | 164 |
| FINLAND | | | | | | | | | | | | | | | |
| ROVANIEMI | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 40 | 50 | 25 | 2 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 25 | 100 | 1 | 2 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 50 | 24 | 2 |
| TOTAL ROVANIEMI | | | 8 | 2 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 33 | 60 | 14 | 10 |
| TOTAL FINLAND | | | 9 | 2 | 0 | 33 | 11 | 33 | 22 | 0 | 0 | 33 | 60 | 14 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| FRANCE | | | | | | | | | | | | | | | |
| CHAMBERY | BRITISH REGIONAL AIRLINES LTD | C | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 80 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 80 | 0 | 0 | 0 |
| COGNAC | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL COGNAC | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 6 | 100 | 8 | 2 | |
| LYON | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 45 | 100 | 2 | 3 | |
| | DUO AIRWAYS LTD | S | 56 | 0 | 2 | 79 | 4 | 0 | 11 | 7 | 31 | 94 | -2 | 50 | |
| TOTAL LYON | | | 60 | 1 | 2 | 75 | 3 | 3 | 12 | 7 | 32 | 94 | -2 | 53 | |
| TOTAL NICE | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 124 | 0 | 4 | 69 | 16 | 8 | 6 | 1 | 18 | 89 | 6 | 148 | |
| | BRITISH AIRWAYS PLC | S | 223 | 3 | 25 | 77 | 7 | 6 | 11 | 0 | 17 | 97 | 1 | 278 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 347 | 3 | 29 | 74 | 10 | 7 | 9 | 0 | 18 | 94 | 3 | 426 | |
| TOULOUSE (BLAGNAC) | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 11 | 67 | 15 | 3 | |
| TOTAL TOULOUSE (BLAGNAC) | | | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 11 | 67 | 15 | 3 | |
| TOTAL FRANCE | | | 417 | 4 | 32 | 73 | 10 | 6 | 10 | 1 | 20 | 94 | 2 | 484 | |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 175 | 0 | 1 | 85 | 6 | 5 | 3 | 0 | 3 | 94 | 1 | 142 | |
| | LUFTHANSA | S | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 32 | 72 | 10 | 98 | |
| | LUFTHANSA CITY LINE | S | 87 | 0 | 5 | 62 | 22 | 11 | 5 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL DUSSELDORF | | | 264 | 0 | 6 | 77 | 11 | 8 | 4 | 0 | 7 | 85 | 4 | 240 | |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 126 | 0 | 2 | 69 | 13 | 10 | 8 | 0 | 15 | 89 | 4 | 132 | |
| | LUFTHANSA | S | 60 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 3 | 91 | 3 | 92 | |
| TOTAL FRANKFURT MAIN | | | 186 | 0 | 2 | 77 | 10 | 8 | 5 | 0 | 11 | 90 | 3 | 224 | |
| HANOVER | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 72 | 11 | 8 | 8 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL HANOVER | | | 36 | 0 | 0 | 72 | 11 | 8 | 8 | 0 | 12 | 0 | 0 | 0 | |
| MUNICH | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 83 | 8 | 5 | 3 | 0 | 5 | 95 | -1 | 60 | |
| | LUFTHANSA CITY LINE | S | 101 | 1 | 9 | 76 | 12 | 4 | 8 | 0 | 14 | 0 | 0 | 0 | |
| TOTAL MUNICH | | | 161 | 1 | 9 | 79 | 11 | 4 | 6 | 0 | 11 | 95 | -1 | 60 | |
| STUTTART | DUO AIRWAYS LTD | S | 74 | 0 | 4 | 69 | 7 | 9 | 15 | 0 | 18 | 93 | 1 | 44 | |
| TOTAL STUTTART | | | 74 | 0 | 4 | 69 | 7 | 9 | 15 | 0 | 18 | 93 | 1 | 44 | |
| TOTAL GERMANY | | | 721 | 1 | 21 | 76 | 10 | 7 | 6 | 0 | 10 | 89 | 3 | 610 | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | AER LINGUS | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 77 | 0 | 0 | 0 | |
| TOTAL CONNAUGHT | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 77 | 0 | 0 | 0 | |
| CORK | AER LINGUS | S | 49 | 0 | 1 | 76 | 16 | 4 | 4 | 0 | 13 | 94 | 1 | 50 | |
| | DUO AIRWAYS LTD | S | 58 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 3 | 89 | -1 | 46 | |
| TOTAL CORK | | | 107 | 0 | 1 | 81 | 12 | 5 | 2 | 0 | 7 | 92 | 0 | 96 | |
| DUBLIN | AER LINGUS | S | 249 | 1 | 0 | 79 | 9 | 6 | 5 | 0 | 11 | 90 | -1 | 252 | |
| | RYANAIR | S | 237 | 4 | 8 | 73 | 13 | 9 | 5 | 0 | 13 | 81 | 9 | 180 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-----------------------------------|---------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 DUBLIN | | | 487 | 5 | 15 | 76 | 11 | 8 | 5 | 0 | 0 | 12 | 86 | 3 | 435 |
| TOTAL IRISH REPUBLIC | | | 596 | 5 | 16 | 77 | 11 | 7 | 5 | 0 | 0 | 11 | 87 | 3 | 531 |
| ITALY | | | | | | | | | | | | | | | |
| MILAN (LINATE) | DUO AIRWAYS LTD | S | 83 | 0 | 1 | 60 | 14 | 11 | 14 | 0 | 0 | 20 | 70 | 19 | 66 |
| TOTAL MILAN (LINATE) | | | 83 | 0 | 1 | 60 | 14 | 11 | 14 | 0 | 0 | 20 | 70 | 19 | 66 |
| TURIN | BRITISH AIRWAYS PLC | C | 3 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL TURIN | | | 4 | 1 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 100 | 1 | 1 |
| TOTAL ITALY | | | 88 | 5 | 1 | 60 | 15 | 11 | 14 | 0 | 0 | 20 | 70 | 19 | 69 |
| KAZAKHSTAN | | | | | | | | | | | | | | | |
| GURYEV | KAZAKHSTAN AIRLINES | C | 6 | 0 | 0 | 0 | 17 | 0 | 17 | 67 | 0 | 143 | 0 | 0 | 0 |
| TOTAL GURYEV | | | 6 | 0 | 0 | 0 | 17 | 0 | 17 | 67 | 0 | 143 | 0 | 0 | 0 |
| TOTAL KAZAKHSTAN | | | 6 | 0 | 0 | 0 | 17 | 0 | 17 | 67 | 0 | 143 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 50 | 16 | 2 |
| | AIR MALTA | S | 8 | 0 | 0 | 13 | 63 | 0 | 25 | 0 | 0 | 35 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 0 | 20 | 10 | 0 | 0 | 20 | 70 | 12 | 10 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 15 | 88 | 2 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL MALTA | | | 32 | 0 | 0 | 56 | 25 | 9 | 9 | 0 | 0 | 21 | 68 | 13 | 22 |
| TOTAL MALTA | | | 32 | 0 | 0 | 56 | 25 | 9 | 9 | 0 | 0 | 21 | 68 | 13 | 22 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | DUO AIRWAYS LTD | S | 186 | 0 | 0 | 80 | 6 | 6 | 8 | 0 | 0 | 12 | 89 | 6 | 186 |
| | KLM | S | 214 | 0 | 6 | 71 | 17 | 7 | 5 | 0 | 0 | 14 | 77 | 13 | 218 |
| TOTAL AMSTERDAM | | | 400 | 0 | 6 | 75 | 12 | 7 | 6 | 0 | 0 | 13 | 82 | 10 | 404 |
| EINDHOVEN | B A S E BUSINESS AIRLINES | S | 62 | 0 | 2 | 65 | 13 | 8 | 8 | 6 | 0 | 29 | 0 | 0 | 0 |
| TOTAL EINDHOVEN | | | 62 | 0 | 2 | 65 | 13 | 8 | 8 | 6 | 0 | 29 | 0 | 0 | 0 |
| TOTAL NETHERLANDS | | | 462 | 0 | 8 | 74 | 12 | 7 | 6 | 1 | 0 | 15 | 79 | 11 | 470 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 12 | 0 | 0 | 67 | 8 | 17 | 8 | 0 | 0 | 20 | 50 | 29 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| TOTAL FARO | | | 22 | 0 | 0 | 73 | 9 | 14 | 5 | 0 | 0 | 14 | 58 | 24 | 12 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 22 | 0 | 0 | 73 | 9 | 14 | 5 | 0 | 0 | 14 | 58 | 24 | 12 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | MONARCH AIRLINES | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 25 | 88 | 5 | 8 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 25 | 88 | 5 | 8 |
| SPAIN | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | BRITANNIA AIRWAYS | C | 26 | 1 | 0 | 50 | 12 | 31 | 8 | 0 | 0 | 24 | 83 | 6 | 18 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL ALICANTE | | | 38 | 1 | 0 | 63 | 8 | 24 | 5 | 0 | 0 | 19 | 75 | 27 | 36 |
| ALMERIA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 18 | 40 | 19 | 10 |
| TOTAL ALMERIA | | | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 18 | 40 | 19 | 10 |
| BARCELONA | BRITISH AIRWAYS PLC | S | 50 | 0 | 0 | 80 | 12 | 6 | 2 | 0 | 4 | 100 | -6 | 32 | |
| TOTAL BARCELONA | | | 50 | 2 | 0 | 80 | 12 | 6 | 2 | 0 | 4 | 100 | -6 | 32 | |
| MALAGA | BRITANNIA AIRWAYS | C | 18 | 2 | 0 | 72 | 0 | 28 | 0 | 0 | 15 | 81 | 10 | 16 | |
| | BRITISH AIRWAYS PLC | S | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | -3 | 88 | -1 | 16 | |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 10 | 30 | 0 | 0 | |
| | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 131 | 75 | 12 | |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 70 | 0 | 0 | 30 | 0 | 0 | 17 | 0 | 0 | |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 82 | 0 | 0 | |
| TOTAL MALAGA | | | 66 | 3 | 0 | 74 | 3 | 9 | 9 | 3 | 23 | 81 | 7 | 52 | |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 17 | 0 | 0 | 59 | 24 | 6 | 12 | 0 | 21 | 79 | 11 | 19 | |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 10 | 100 | -11 | 4 | |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL PALMA DE MALLORCA | | | 27 | 1 | 0 | 67 | 15 | 11 | 7 | 0 | 17 | 80 | 8 | 25 | |
| TOTAL SPAIN | | | 189 | 7 | 0 | 72 | 8 | 13 | 6 | 1 | 16 | 81 | 10 | 157 | |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 9 | 1 | 0 | 56 | 0 | 0 | 0 | 0 | 44 | 187 | 67 | 15 | 6 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -16 | 80 | 2 | 10 |
| | FUTURA AIRLINES | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 100 | -10 | 2 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 30 | 2 | 0 | 67 | 13 | 3 | 3 | 0 | 13 | 59 | 70 | 26 | 47 |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 7 | 0 | 1 | 29 | 29 | 14 | 29 | 0 | 35 | 88 | 5 | 8 | |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL FUERTEVENTURA | | | 15 | 0 | 1 | 53 | 27 | 7 | 13 | 0 | 21 | 75 | 13 | 16 | |
| LAS PALMAS | AIR EUROPA | C | 4 | 2 | 0 | 0 | 25 | 25 | 50 | 0 | 65 | 0 | 0 | 0 | |
| | BRITANNIA AIRWAYS | C | 6 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 17 | 88 | 8 | 8 | |
| | FIRST CHOICE AIRWAYS LTD | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 100 | -7 | 8 | |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 33 | 22 | 22 | 22 | 0 | 0 | 51 | 0 | 0 | |
| TOTAL LAS PALMAS | | | 26 | 3 | 0 | 50 | 23 | 12 | 15 | 0 | 32 | 81 | 8 | 31 | |
| TENERIFE (SURREINA SOFIA) | BRITANNIA AIRWAYS | C | 17 | 0 | 1 | 47 | 18 | 24 | 12 | 0 | 24 | 83 | 14 | 18 | |
| | FIRST CHOICE AIRWAYS LTD | C | 18 | 0 | 0 | 39 | 17 | 28 | 17 | 0 | 33 | 64 | 20 | 11 | |
| | LEISURE INTERNATIONAL | C | 10 | 0 | 0 | 30 | 10 | 20 | 20 | 20 | 0 | 81 | 79 | 11 | |
| | MONARCH AIRLINES | C | 24 | 0 | 0 | 25 | 13 | 25 | 33 | 0 | 4 | 59 | 0 | 0 | |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 32 | 0 | 0 | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 87 | 0 | 1 | 37 | 14 | 24 | 22 | 2 | 44 | 65 | 22 | 80 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 158 | 5 | 2 | 46 | 16 | 16 | 16 | 1 | 3 | 42 | 70 | 20 | 174 |
| SWITZERLAND | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|------------------------------------|------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GENEVA | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 35 | 33 | 14 | 3 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 100 | 1 | 3 |
| TOTAL GENEVA | | | 8 | 0 | 1 | 75 | 0 | 0 | 25 | 0 | 0 | 29 | 67 | 8 | 6 |
| ZURICH | SWISS AIRLINES | S | 96 | 0 | 2 | 53 | 20 | 16 | 11 | 0 | 0 | 24 | 79 | 10 | 52 |
| TOTAL ZURICH | | | 96 | 0 | 2 | 53 | 20 | 16 | 11 | 0 | 0 | 24 | 87 | 4 | 101 |
| TOTAL SWITZERLAND | | | 104 | 0 | 3 | 55 | 18 | 14 | 13 | 0 | 0 | 25 | 84 | 6 | 159 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 7 | 0 | 1 | 57 | 0 | 29 | 14 | 0 | 0 | 39 | 75 | 7 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL MONASTIR | | | 9 | 0 | 1 | 56 | 11 | 22 | 11 | 0 | 0 | 33 | 80 | 6 | 10 |
| TOTAL TUNISIA | | | 9 | 0 | 1 | 56 | 11 | 22 | 11 | 0 | 0 | 33 | 80 | 6 | 10 |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKhabad | TURKMENISTAN AIRLINES | C | 8 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| TOTAL ASHKhabad | | | 8 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| TOTAL TURKMENISTAN | | | 8 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | 48 | 2 | 1 | 79 | 6 | 4 | 10 | 0 | 0 | 15 | 84 | 10 | 44 |
| TOTAL ABERDEEN | | | 48 | 2 | 1 | 79 | 6 | 4 | 10 | 0 | 0 | 15 | 84 | 10 | 44 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 117 | 4 | 5 | 66 | 9 | 14 | 7 | 4 | 0 | 26 | 83 | 10 | 201 |
| | JERSEY EUROPEAN AIRWAYS | S | 82 | 4 | 0 | 63 | 13 | 10 | 11 | 2 | 0 | 25 | 0 | 0 | 0 |
| TOTAL BELFAST CITY | | | 199 | 8 | 5 | 65 | 11 | 12 | 9 | 4 | 0 | 25 | 83 | 10 | 201 |
| BELFAST INTERNATIONAL | DUO AIRWAYS LTD | S | 196 | 1 | 0 | 74 | 9 | 7 | 8 | 2 | 0 | 18 | 93 | 4 | 196 |
| TOTAL BELFAST INTERNATIONAL | | | 196 | 2 | 0 | 74 | 9 | 7 | 8 | 2 | 0 | 18 | 92 | 4 | 198 |
| EAST MIDLANDS | COMMUNITY EXPRESS AIRLINES L | S | 88 | 2 | 20 | 64 | 18 | 13 | 5 | 1 | 0 | 19 | 0 | 0 | 0 |
| TOTAL EAST MIDLANDS | | | 88 | 2 | 20 | 64 | 18 | 13 | 5 | 1 | 0 | 19 | 91 | -6 | 34 |
| EDINBURGH | BRITISH AIRWAYS PLC | S | 306 | 2 | 13 | 87 | 6 | 3 | 5 | 0 | 0 | 7 | 97 | -1 | 327 |
| TOTAL EDINBURGH | | | 306 | 2 | 13 | 87 | 6 | 3 | 5 | 0 | 0 | 7 | 97 | -1 | 327 |
| GATWICK | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 39 | 0 | 0 | 0 |
| | COMMUNITY EXPRESS AIRLINES L | S | 92 | 0 | 16 | 61 | 22 | 11 | 5 | 1 | 0 | 21 | 0 | 0 | 0 |
| TOTAL GATWICK | | | 96 | 2 | 16 | 59 | 22 | 11 | 6 | 1 | 0 | 22 | 50 | 16 | 2 |
| GLASGOW | BRITISH AIRWAYS PLC | S | 342 | 2 | 15 | 80 | 11 | 5 | 3 | 1 | 0 | 12 | 87 | 6 | 343 |
| TOTAL GLASGOW | | | 342 | 2 | 15 | 80 | 11 | 5 | 3 | 1 | 0 | 12 | 87 | 6 | 346 |
| GUERNSEY | JERSEY EUROPEAN AIRWAYS | S | 47 | 0 | 0 | 87 | 4 | 6 | 2 | 0 | 0 | 4 | 90 | 1 | 58 |
| TOTAL GUERNSEY | | | 47 | 0 | 0 | 87 | 4 | 6 | 2 | 0 | 0 | 4 | 91 | 0 | 118 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 93 | 2 | 3 | 82 | 6 | 6 | 2 | 1 | 2 | 22 | 88 | 9 | 92 |
| TOTAL ISLE OF MAN | | | 93 | 2 | 3 | 82 | 6 | 6 | 2 | 1 | 2 | 22 | 88 | 9 | 92 |
| JERSEY | JERSEY EUROPEAN AIRWAYS | S | 65 | 1 | 2 | 78 | 6 | 9 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL JERSEY | | | 65 | 1 | 2 | 78 | 6 | 9 | 6 | 0 | 0 | 9 | 89 | 14 | 54 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|------------------------------------|------------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| KIRKWALL | BRITISH AIRWAYS PLC | S | 35 | 0 | 5 | 74 | 11 | 9 | 6 | 0 | 0 | 15 | 80 | 8 | 41 |
| TOTAL KIRKWALL | | | 35 | 0 | 5 | 74 | 11 | 9 | 6 | 0 | 0 | 15 | 80 | 8 | 41 |
| MANCHESTER | LEISURE INTL AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 6 | 4 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| NEWCASTLE | COMMUNITY EXPRESS AIRLINES L | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | DUO AIRWAYS LTD | S | 124 | 0 | 4 | 88 | 7 | 1 | 2 | 2 | 0 | 7 | 92 | 3 | 115 |
| TOTAL NEWCASTLE | | | 126 | 0 | 4 | 88 | 7 | 1 | 2 | 2 | 0 | 7 | 92 | 3 | 115 |
| TOTAL UNITED KINGDOM | | | 1649 | 28 | 84 | 77 | 10 | 7 | 5 | 1 | 0 | 14 | 90 | 5 | 1573 |
| USA | | | | | | | | | | | | | | | |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 60 | 0 | 0 | 65 | 12 | 15 | 7 | 2 | 0 | 17 | 0 | 0 | 0 |
| TOTAL CHICAGO (O'HARE) | | | 60 | 0 | 0 | 65 | 12 | 15 | 7 | 2 | 0 | 17 | 0 | 0 | 0 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 59 | 21 | 10 | 7 | 3 | 0 | 22 | 90 | -4 | 58 |
| TOTAL NEW YORK (JF KENNEDY) | | | 58 | 0 | 2 | 59 | 21 | 10 | 7 | 3 | 0 | 22 | 90 | -4 | 58 |
| ORLANDO | LEISURE INTL AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL ORLANDO | | | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL USA | | | 122 | 0 | 2 | 61 | 16 | 13 | 7 | 2 | 0 | 20 | 90 | -4 | 58 |
| TOTAL BIRMINGHAM | | | 4994 | 62 | 181 | 73 | 11 | 8 | 7 | 1 | 0 | 16 | 86 | 6 | 4785 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|----------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ALGERIA | | | | | | | | | | | | | | | |
| ORAN ES SENIA | AIR ALGERIE | C | 16 | 0 | 0 | 44 | 13 | 31 | 6 | 6 | 0 | 32 | 0 | 0 | 0 |
| TOTAL ORAN ES SENIA | | | 16 | 0 | 0 | 44 | 13 | 31 | 6 | 6 | 0 | 32 | 0 | 0 | 0 |
| TOTAL ALGERIA | | | 16 | 0 | 0 | 44 | 13 | 31 | 6 | 6 | 0 | 32 | 0 | 0 | 0 |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | |
| ANTIGUA | BRITANNIA AIRWAYS | C | 9 | 1 | 0 | 44 | 11 | 22 | 11 | 0 | 11 | 139 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 20 | 94 | 5 |
| TOTAL ANTIGUA | | | 13 | 1 | 0 | 38 | 15 | 31 | 8 | 0 | 8 | 105 | 50 | 41 | 18 |
| TOTAL ANTIGUA AND BARBUDA | | | 13 | 1 | 0 | 38 | 15 | 31 | 8 | 0 | 8 | 105 | 50 | 41 | 18 |
| AUSTRALIA | | | | | | | | | | | | | | | |
| MELBOURNE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 55 | 0 | 32 | 4 |
| TOTAL MELBOURNE | | | 8 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 55 | 0 | 32 | 4 |
| PERTH (AUSTRALIA) | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 14 | 14 | 14 | 57 | 0 | 0 | 70 | 50 | 162 | 4 |
| TOTAL PERTH (AUSTRALIA) | | | 7 | 0 | 0 | 14 | 14 | 14 | 57 | 0 | 0 | 70 | 50 | 162 | 4 |
| SYDNEY | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 40 | 0 | 10 | 40 | 10 | 0 | 89 | 0 | 26 | 1 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 3 | 67 | 15 | 9 |
| TOTAL SYDNEY | | | 19 | 0 | 0 | 58 | 0 | 16 | 21 | 5 | 0 | 48 | 60 | 16 | 10 |
| TOTAL AUSTRALIA | | | 34 | 0 | 0 | 41 | 9 | 12 | 35 | 3 | 0 | 54 | 44 | 43 | 27 |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | BRITANNIA AB | C | 7 | 0 | 1 | 57 | 0 | 0 | 0 | 43 | 0 | 120 | 0 | 0 | 0 |
| | KLM UK LTD | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |
| | LAUDA-AIR | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 17 | 0 | 3 | 29 | 18 | 12 | 12 | 29 | 0 | 108 | 25 | 36 | 20 |
| TOTAL INNSBRUCK | | | 30 | 0 | 4 | 40 | 10 | 17 | 7 | 27 | 0 | 94 | 25 | 36 | 20 |
| SALZBURG | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 8 | 73 | 8 | 11 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 69 | 50 | 29 | 4 |
| | LAUDA-AIR | S | 101 | 0 | 5 | 65 | 17 | 6 | 8 | 4 | 0 | 25 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 13 | 0 | 2 | 38 | 15 | 15 | 31 | 0 | 0 | 46 | 0 | 58 | 3 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 43 | 14 | 14 | 14 | 14 | 0 | 48 | 67 | 12 | 3 |
| TOTAL SALZBURG | | | 131 | 0 | 9 | 60 | 17 | 8 | 11 | 4 | 0 | 28 | 66 | 14 | 35 |
| VIENNA | BRITISH AIRWAYS (EURO OPS) LG | S | 114 | 0 | 2 | 46 | 18 | 21 | 11 | 4 | 0 | 34 | 81 | 8 | 118 |
| | LAUDA-AIR | S | 38 | 0 | 0 | 42 | 18 | 26 | 13 | 0 | 0 | 28 | 47 | 36 | 36 |
| TOTAL VIENNA | | | 152 | 0 | 2 | 45 | 18 | 22 | 11 | 3 | 0 | 32 | 73 | 14 | 154 |
| TOTAL AUSTRIA | | | 313 | 0 | 15 | 51 | 17 | 16 | 11 | 5 | 0 | 37 | 67 | 16 | 209 |
| AZERBAIJAN | | | | | | | | | | | | | | | |
| BAKU | AZERBAIJAN AIRLINES (AZAL) | S | 8 | 0 | 0 | 0 | 0 | 38 | 63 | 0 | 0 | 67 | 0 | 70 | 8 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 13 | 0 | 1 | 23 | 31 | 8 | 38 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL BAKU | | | 21 | 0 | 1 | 14 | 19 | 19 | 48 | 0 | 0 | 51 | 0 | 70 | 8 |
| TOTAL AZERBAIJAN | | | 21 | 0 | 1 | 14 | 19 | 19 | 48 | 0 | 0 | 51 | 0 | 70 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|----------------------|--------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BAHAMAS | | | | | | | | | | | | | | | |
| NASSAU | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 50 | 13 | 4 |
| TOTAL NASSAU | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 50 | 13 | 4 |
| TOTAL BAHAMAS | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 50 | 13 | 4 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITANNIA AIRWAYS | C | 11 | 0 | 0 | 55 | 0 | 9 | 36 | 0 | 0 | 48 | 0 | 104 | 1 |
| | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 61 | 6 | 22 | 11 | 0 | 0 | 20 | 88 | 51 | 16 |
| | CALEDONIAN AIRWAYS | C | 9 | 0 | 1 | 22 | 0 | 11 | 56 | 11 | 0 | 90 | 53 | 51 | 15 |
| | LEISURE INTL AIRWAYS LTD | C | 13 | 0 | 0 | 31 | 23 | 0 | 46 | 0 | 0 | 42 | 50 | 18 | 2 |
| TOTAL BRIDGETOWN | | | 51 | 0 | 1 | 45 | 8 | 12 | 33 | 2 | 0 | 44 | 59 | 52 | 44 |
| TOTAL BARBADOS | | | 51 | 0 | 1 | 45 | 8 | 12 | 33 | 2 | 0 | 44 | 59 | 52 | 44 |
| BELARUS | | | | | | | | | | | | | | | |
| MINSK | BELAVIA (BELARUSSIAN AIRLINES) | S | 15 | 1 | 3 | 87 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL MINSK | | | 15 | 1 | 3 | 87 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL BELARUS | | | 15 | 1 | 3 | 87 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| BELGIUM | | | | | | | | | | | | | | | |
| ANTWERP | CITY FLYER EXPRESS | S | 142 | 0 | 9 | 90 | 4 | 3 | 2 | 1 | 0 | 7 | 79 | 16 | 149 |
| TOTAL ANTWERP | | | 142 | 0 | 9 | 90 | 4 | 3 | 2 | 1 | 0 | 7 | 79 | 16 | 149 |
| BRUSSELS | BRITISH AIRWAYS (EURO OPS) LG | S | 183 | 0 | 6 | 67 | 15 | 10 | 6 | 2 | 0 | 20 | 83 | 7 | 197 |
| TOTAL BRUSSELS | | | 183 | 0 | 6 | 67 | 15 | 10 | 6 | 2 | 0 | 20 | 83 | 7 | 197 |
| OSTEND | FLIGHTLINE LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL OSTEND | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL BELGIUM | | | 327 | 0 | 15 | 77 | 10 | 7 | 4 | 2 | 0 | 15 | 81 | 11 | 346 |
| BERMUDA | | | | | | | | | | | | | | | |
| BERMUDA | BRITISH AIRWAYS PLC | S | 26 | 0 | 1 | 77 | 15 | 4 | 0 | 4 | 0 | 14 | 94 | -10 | 17 |
| TOTAL BERMUDA | | | 26 | 0 | 1 | 77 | 15 | 4 | 0 | 4 | 0 | 14 | 94 | -9 | 18 |
| TOTAL BERMUDA | | | 26 | 0 | 1 | 77 | 15 | 4 | 0 | 4 | 0 | 14 | 94 | -9 | 18 |
| BULGARIA | | | | | | | | | | | | | | | |
| PLOVDIV | AIR VIA BULGARIAN AIRWAYS | C | 2 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 139 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL PLOVDIV | | | 5 | 0 | 2 | 40 | 0 | 20 | 40 | 0 | 0 | 67 | 0 | 0 | 0 |
| SOFIA | AIR VIA BULGARIAN AIRWAYS | C | 5 | 0 | 2 | 0 | 0 | 20 | 80 | 0 | 0 | 107 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 110 | 0 | 80 | 3 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 36 | 0 | 0 | 47 | 22 | 19 | 8 | 0 | 3 | 33 | 79 | 5 | 24 |
| | MONARCH AIRLINES | C | 3 | 0 | 1 | 33 | 33 | 0 | 33 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL SOFIA | | | 47 | 0 | 3 | 38 | 19 | 17 | 23 | 0 | 2 | 46 | 66 | 14 | 41 |
| TOTAL BULGARIA | | | 52 | 0 | 5 | 38 | 17 | 17 | 25 | 0 | 2 | 48 | 66 | 14 | 41 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--------------------------|--------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CAMEROON | | | | | | | | | | | | | | | |
| DOUALA | CAMEROON AIRLINES | S | 7 | 0 | 1 | 0 | 0 | 43 | 43 | 14 | 0 | 95 | 0 | 0 | 0 |
| TOTAL DOUALA | | | 7 | 0 | 1 | 0 | 0 | 43 | 43 | 14 | 0 | 95 | 0 | 0 | 0 |
| TOTAL CAMEROON | | | 7 | 0 | 1 | 0 | 0 | 43 | 43 | 14 | 0 | 95 | 0 | 0 | 0 |
| CANADA | | | | | | | | | | | | | | | |
| TORONTO | AIR TRANSAT | C | 6 | 0 | 0 | 33 | 0 | 50 | 17 | 0 | 0 | 36 | 50 | 19 | 4 |
| TOTAL TORONTO | | | 6 | 0 | 0 | 33 | 0 | 50 | 17 | 0 | 0 | 36 | 29 | 49 | 7 |
| TOTAL CANADA | | | 6 | 1 | 0 | 33 | 0 | 50 | 17 | 0 | 0 | 36 | 29 | 49 | 7 |
| CAYMAN ISLANDS | | | | | | | | | | | | | | | |
| GRAND CAYMAN | BRITISH AIRWAYS PLC | S | 24 | 0 | 0 | 46 | 33 | 4 | 17 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL GRAND CAYMAN | | | 24 | 0 | 0 | 46 | 33 | 4 | 17 | 0 | 0 | 24 | 40 | 76 | 5 |
| TOTAL CAYMAN ISLANDS | | | 24 | 0 | 0 | 46 | 33 | 4 | 17 | 0 | 0 | 24 | 40 | 76 | 5 |
| COSTA RICA | | | | | | | | | | | | | | | |
| SAN JOSE COST RICA | MONARCH AIRLINES | C | 5 | 0 | 1 | 0 | 0 | 20 | 80 | 0 | 0 | 84 | 0 | 0 | 0 |
| TOTAL SAN JOSE COST RICA | | | 5 | 0 | 1 | 0 | 0 | 20 | 80 | 0 | 0 | 84 | 0 | 0 | 0 |
| TOTAL COSTA RICA | | | 5 | 0 | 1 | 0 | 0 | 20 | 80 | 0 | 0 | 84 | 0 | 0 | 0 |
| CUBA | | | | | | | | | | | | | | | |
| VARADERO | LEISURE INTL AIRWAYS LTD | C | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 25 | 0 | 101 | 5 |
| TOTAL VARADERO | | | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 25 | 0 | 101 | 5 |
| TOTAL CUBA | | | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 42 | 0 | 101 | 5 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 18 | 0 | 2 | 22 | 22 | 22 | 28 | 0 | 6 | 103 | 77 | 25 | 22 |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 17 | 100 | -2 | 10 |
| TOTAL LARNACA | | | 26 | 0 | 2 | 31 | 19 | 27 | 19 | 0 | 4 | 77 | 84 | 16 | 32 |
| PAPHOS | CYPRUS AIRWAYS | S | 8 | 0 | 0 | 38 | 0 | 38 | 25 | 0 | 0 | 48 | 25 | 31 | 8 |
| | FIRST CHOICE AIRWAYS LTD | S | 41 | 0 | 0 | 63 | 10 | 20 | 5 | 2 | 0 | 19 | 78 | 18 | 9 |
| TOTAL PAPHOS | | | 49 | 0 | 0 | 59 | 8 | 22 | 8 | 2 | 0 | 23 | 53 | 24 | 17 |
| TOTAL CYPRUS | | | 75 | 0 | 2 | 49 | 12 | 24 | 12 | 1 | 1 | 42 | 69 | 20 | 54 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | CSA | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 110 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 50 | 8 | 2 |
| TOTAL PRAGUE | | | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 61 | 75 | 4 | 4 |
| TOTAL CZECH REPUBLIC | | | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 61 | 75 | 4 | 4 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | BRITANNIA AB | C | 12 | 0 | 0 | 33 | 25 | 17 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| | MAERSK AIR | S | 112 | 0 | 1 | 63 | 20 | 9 | 8 | 0 | 1 | 24 | 79 | 12 | 112 |
| TOTAL BILLUND | | | 125 | 0 | 1 | 59 | 21 | 10 | 10 | 0 | 1 | 25 | 79 | 12 | 112 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---------------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 (EURO OPS) LG | S | 108 | 0 | 1 | 49 | 24 | 19 | 6 | 3 | 0 | 25 | 81 | 7 | 108 |
| | MAERSK AIR | S | 48 | 0 | 0 | 67 | 19 | 8 | 6 | 0 | 0 | 16 | 80 | 8 | 51 |
| TOTAL COPENHAGEN | | | 157 | 0 | 1 | 54 | 22 | 15 | 6 | 3 | 0 | 24 | 81 | 7 | 159 |
| TOTAL DENMARK | | | 282 | 0 | 2 | 56 | 22 | 13 | 7 | 1 | 0 | 24 | 80 | 9 | 272 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 19 | 25 | 171 | 8 |
| | LEISURE INTL AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 1 | 75 | 0 | 0 | 25 | 0 | 0 | 16 | 75 | -19 | 4 |
| TOTAL PUERTO PLATA | | | 16 | 0 | 1 | 50 | 25 | 13 | 13 | 0 | 0 | 21 | 44 | 88 | 16 |
| SANTO DOMINGO | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 96 | 0 | 0 | 0 |
| TOTAL SANTO DOMINGO | | | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 96 | 0 | 0 | 0 |
| TOTAL DOMINICAN REPUBLIC | | | 20 | 0 | 1 | 40 | 20 | 10 | 30 | 0 | 0 | 36 | 44 | 88 | 16 |
| EGYPT | | | | | | | | | | | | | | | |
| ASWAN | FIRST CHOICE AIRWAYS LTD | C | 7 | 0 | 0 | 43 | 14 | 14 | 29 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL ASWAN | | | 7 | 0 | 0 | 43 | 14 | 14 | 29 | 0 | 0 | 33 | 33 | 22 | 3 |
| HURGHADA | MONARCH AIRLINES | C | 10 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 47 | 20 | 36 | 5 |
| TOTAL HURGHADA | | | 10 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 47 | 40 | 29 | 15 |
| LUXOR | BRITANNIA AIRWAYS | C | 20 | 0 | 0 | 35 | 20 | 5 | 40 | 0 | 0 | 47 | 88 | 12 | 8 |
| | EXCALIBUR AIRWAYS | C | 23 | 0 | 0 | 26 | 17 | 39 | 17 | 0 | 0 | 44 | 44 | 76 | 16 |
| | FIRST CHOICE AIRWAYS LTD | C | 11 | 0 | 0 | 36 | 18 | 18 | 27 | 0 | 0 | 33 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 0 | 38 | 13 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL LUXOR | | | 62 | 0 | 0 | 34 | 16 | 24 | 26 | 0 | 0 | 40 | 58 | 55 | 24 |
| SHARM EL SHEIKH (OPHIRA) | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 30 | 20 | 30 | 20 | 0 | 0 | 43 | 60 | 23 | 5 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 14 | 0 | 0 | 29 | 36 | 21 | 14 | 0 | 0 | 35 | 54 | 21 | 13 |
| TOTAL EGYPT | | | 93 | 1 | 0 | 34 | 17 | 23 | 26 | 0 | 0 | 40 | 53 | 36 | 60 |
| ESTONIA | | | | | | | | | | | | | | | |
| TALLIN | ESTONIAN AIR | S | 30 | 0 | 2 | 73 | 13 | 0 | 10 | 3 | 0 | 25 | 0 | 0 | 0 |
| TOTAL TALLIN | | | 30 | 0 | 2 | 73 | 13 | 0 | 10 | 3 | 0 | 25 | 0 | 0 | 0 |
| TOTAL ESTONIA | | | 30 | 0 | 2 | 73 | 13 | 0 | 10 | 3 | 0 | 25 | 0 | 0 | 0 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | BRITANNIA AB | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | FINNAIR | S | 104 | 0 | 2 | 74 | 15 | 8 | 3 | 0 | 0 | 9 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 7 | 0 | 0 | 43 | 0 | 43 | 14 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL HELSINKI | | | 115 | 0 | 2 | 72 | 15 | 10 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| KITTILA | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -15 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 30 | 10 | 30 | 30 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL KITTILA | | | 14 | 0 | 0 | 43 | 14 | 21 | 21 | 0 | 0 | 21 | 0 | 0 | 0 |
| OULU | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 OULU | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 21 | 59 | 14 |
| PORI | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 0 | 0 | 0 |
| TOTAL PORI | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 0 | 0 | 0 |
| ROVANIEMI | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 44 | 25 | 13 | 19 | 0 | 0 | 26 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 13 | 50 | 13 | 25 | 0 | 0 | 42 | 75 | 45 | 4 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 25 | 41 | 4 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL ROVANIEMI | | | 28 | 2 | 2 | 39 | 29 | 14 | 18 | 0 | 0 | 28 | 54 | 26 | 26 |
| TOTAL FINLAND | | | 161 | 2 | 4 | 63 | 17 | 12 | 8 | 0 | 0 | 15 | 43 | 37 | 40 |
| FRANCE | | | | | | | | | | | | | | | |
| BORDEAUX | AIR INTER EUROPE | S | 20 | 0 | 8 | 90 | 5 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | AIR LIB | S | 86 | 0 | 4 | 72 | 13 | 6 | 6 | 3 | 0 | 21 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 59 | 0 | 1 | 61 | 12 | 12 | 15 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL BORDEAUX | | | 165 | 0 | 13 | 70 | 12 | 8 | 8 | 2 | 0 | 20 | 90 | 2 | 59 |
| BREST | BRIT AIR | S | 56 | 0 | 0 | 70 | 18 | 11 | 2 | 0 | 0 | 13 | 77 | 13 | 60 |
| TOTAL BREST | | | 56 | 0 | 0 | 70 | 18 | 11 | 2 | 0 | 0 | 13 | 77 | 13 | 60 |
| CHAMBERY | BRITISH WORLD AIRLINES LTD | C | 4 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 15 | 2 |
| | FLIGHTLINE LTD | C | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 43 | 20 | 28 | 5 |
| | KLM UK LTD | C | 6 | 0 | 0 | 50 | 0 | 33 | 17 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | 14 | 0 | 2 | 64 | 0 | 21 | 14 | 0 | 0 | 27 | 29 | 24 | 7 |
| GRENOBLE | FIRST CHOICE AIRWAYS LTD | C | 7 | 0 | 1 | 14 | 14 | 29 | 43 | 0 | 0 | 46 | 33 | 37 | 3 |
| TOTAL GRENOBLE | | | 7 | 0 | 1 | 14 | 14 | 29 | 43 | 0 | 0 | 46 | 33 | 37 | 3 |
| LYON | AIR LIBERTE/ TAT EUROPEAN ALN | S | 54 | 0 | 6 | 59 | 17 | 7 | 15 | 2 | 0 | 26 | 83 | 8 | 58 |
| | BRITANNIA AB | C | 5 | 0 | 0 | 20 | 40 | 20 | 0 | 20 | 0 | 63 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 28 | 1 | 6 | 21 | 7 | 46 | 11 | 11 | 4 | 75 | 29 | 45 | 17 |
| | CALEDONIAN AIRWAYS | C | 5 | 0 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | 152 | 50 | 18 | 4 |
| | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | EXCALIBUR AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 32 | 2 |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 71 | 10 | 7 |
| | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 40 | 33 | 17 | 6 |
| | MONARCH AIRLINES | C | 18 | 0 | 2 | 17 | 22 | 39 | 22 | 0 | 0 | 44 | 30 | 72 | 23 |
| | MY TRAVEL AIRWAYS UK | C | 5 | 1 | 0 | 20 | 0 | 20 | 20 | 20 | 20 | 186 | 0 | 0 | 0 |
| TOTAL LYON | | | 128 | 2 | 17 | 38 | 16 | 22 | 16 | 6 | 2 | 52 | 56 | 30 | 131 |
| MARSEILLE | AIR FRANCE | S | 26 | 0 | 0 | 62 | 15 | 12 | 12 | 0 | 0 | 27 | 0 | 0 | 0 |
| | AIR LIBERTE/ TAT EUROPEAN ALN | S | 118 | 0 | 4 | 71 | 18 | 4 | 7 | 0 | 0 | 14 | 85 | 10 | 118 |
| TOTAL MARSEILLE | | | 144 | 0 | 4 | 69 | 17 | 6 | 8 | 0 | 0 | 16 | 85 | 10 | 118 |
| MONTPELLIER | BRITISH AIRWAYS (EURO OPS) LG | S | 58 | 0 | 3 | 66 | 12 | 10 | 9 | 3 | 0 | 26 | 83 | 8 | 60 |
| TOTAL MONTPELLIER | | | 58 | 0 | 3 | 66 | 12 | 10 | 9 | 3 | 0 | 26 | 83 | 8 | 60 |
| NANTES | BRIT AIR | S | 139 | 0 | 6 | 63 | 22 | 6 | 6 | 2 | 0 | 21 | 88 | 7 | 145 |
| TOTAL NANTES | | | 139 | 0 | 6 | 63 | 22 | 6 | 6 | 2 | 0 | 21 | 88 | 7 | 145 |
| NICE | BRITISH AIRWAYS (EURO OPS) LG | S | 36 | 0 | 0 | 50 | 8 | 25 | 14 | 3 | 0 | 34 | 88 | 7 | 32 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---|-------------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL NICE | | | 36 | 0 | 0 | 50 | 8 | 25 | 14 | 3 | 0 | 34 | 88 | 7 | 32 |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS (EURO OPS) LG | S | 267 | 0 | 47 | 75 | 10 | 7 | 7 | 1 | 0 | 18 | 85 | 6 | 318 |
| | CAMEROON AIRLINES | S | 5 | 0 | 3 | 20 | 0 | 20 | 60 | 0 | 0 | 62 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 273 | 0 | 50 | 73 | 10 | 7 | 8 | 1 | 0 | 18 | 84 | 7 | 327 |
| PARIS (ORLY) | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 58 | 0 | 0 | 0 |
| TOTAL PARIS (ORLY) | | | 2 | 3 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 58 | 88 | 7 | 198 |
| PONTOISE | AIGLE AZUR | S | 66 | 0 | 11 | 62 | 20 | 3 | 14 | 2 | 0 | 28 | 94 | 5 | 82 |
| TOTAL PONTOISE | | | 66 | 0 | 11 | 62 | 20 | 3 | 14 | 2 | 0 | 28 | 94 | 5 | 82 |
| RENNES | BRIT AIR | S | 86 | 0 | 14 | 69 | 19 | 3 | 8 | 1 | 0 | 22 | 90 | 6 | 93 |
| TOTAL RENNES | | | 86 | 0 | 14 | 69 | 19 | 3 | 8 | 1 | 0 | 22 | 90 | 6 | 93 |
| TARBES-LOURDES INTERNATIONAL | MONARCH AIRLINES | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 18 | 33 | 60 | 3 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 18 | 33 | 60 | 3 |
| TOULOUSE (BLAGNAC) | AIR LIB | S | 88 | 0 | 2 | 60 | 20 | 6 | 9 | 3 | 1 | 33 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 98 | 0 | 35 | 3 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 113 | 0 | 2 | 77 | 10 | 7 | 6 | 0 | 0 | 13 | 95 | 0 | 119 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 33 | 28 | 3 |
| | MONARCH AIRLINES | C | 6 | 0 | 2 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 13 | 84 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 33 | 33 | 33 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL TOULOUSE (BLAGNAC) | | | 216 | 0 | 8 | 68 | 15 | 7 | 8 | 1 | 0 | 22 | 86 | 7 | 137 |
| TOTAL FRANCE | | | 1393 | 5 | 130 | 65 | 15 | 9 | 9 | 2 | 0 | 24 | 83 | 10 | 1462 |
| GAMBIA | | | | | | | | | | | | | | | |
| BANJUL | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | EXCALIBUR AIRWAYS | C | 6 | 0 | 0 | 17 | 33 | 17 | 33 | 0 | 0 | 56 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 13 | 63 | 25 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 0 | 30 | 30 | 40 | 0 | 0 | 53 | 0 | 130 | 10 |
| TOTAL BANJUL | | | 32 | 2 | 0 | 19 | 38 | 25 | 19 | 0 | 0 | 39 | 0 | 130 | 10 |
| TOTAL GAMBIA | | | 32 | 2 | 0 | 19 | 38 | 25 | 19 | 0 | 0 | 39 | 0 | 130 | 10 |
| GERMANY | | | | | | | | | | | | | | | |
| BREMEN | DEUTSCHE BA | S | 148 | 0 | 10 | 73 | 9 | 14 | 5 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL BREMEN | | | 148 | 0 | 10 | 73 | 9 | 14 | 5 | 0 | 0 | 15 | 0 | 0 | 0 |
| COLOGNE (BONN) | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL COLOGNE (BONN) | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| DUSSELDORF | CITY FLYER EXPRESS | S | 120 | 0 | 3 | 60 | 23 | 8 | 5 | 3 | 1 | 24 | 73 | 13 | 105 |
| TOTAL DUSSELDORF | | | 120 | 0 | 3 | 60 | 23 | 8 | 5 | 3 | 1 | 24 | 73 | 13 | 105 |
| FRANKFURT MAIN | BRITISH AIRWAYS (EURO OPS) LG | S | 160 | 0 | 8 | 79 | 8 | 8 | 4 | 1 | 0 | 12 | 86 | 4 | 168 |
| TOTAL FRANKFURT MAIN | | | 160 | 1 | 8 | 79 | 8 | 8 | 4 | 1 | 0 | 12 | 86 | 5 | 169 |
| HAMBURG | FLIGHTLINE LTD | C | 2 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| TOTAL HAMBURG | | | 2 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 78 | 9 | 23 |
| HOF | EUROWINGS LUFTVERKEHRS | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 59 | 50 | 57 | 2 |

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|-------------------------|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL HOF | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 59 | 50 | 57 | 2 |
| MUNICH | DEUTSCHE BA | S | 125 | 0 | 1 | 66 | 19 | 9 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL MUNICH | | | 125 | 0 | 1 | 66 | 19 | 9 | 6 | 0 | 0 | 17 | 76 | 11 | 17 |
| MUNSTER-OSNABRUCK | EUROWINGS LUFTVERKEHRS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL MUNSTER-OSNABRUCK | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| PADERBORN | EUROWINGS LUFTVERKEHRS | S | 59 | 0 | 3 | 75 | 14 | 7 | 5 | 0 | 0 | 10 | 63 | 14 | 60 |
| TOTAL PADERBORN | | | 59 | 0 | 3 | 75 | 14 | 7 | 5 | 0 | 0 | 10 | 63 | 14 | 60 |
| TOTAL GERMANY | | | 620 | 1 | 27 | 71 | 14 | 9 | 5 | 1 | 0 | 16 | 78 | 9 | 380 |
| GHANA | | | | | | | | | | | | | | | |
| ACCRA | GHANA AIRWAYS | S | 3 | 0 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 74 | 0 | 0 | 0 |
| TOTAL ACCRA | | | 3 | 0 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 74 | 63 | 27 | 8 |
| TOTAL GHANA | | | 3 | 0 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 74 | 63 | 27 | 8 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | GB AIRWAYS LTD | S | 43 | 0 | 3 | 49 | 21 | 7 | 19 | 5 | 0 | 38 | 52 | 18 | 46 |
| TOTAL GIBRALTAR | | | 43 | 0 | 3 | 49 | 21 | 7 | 19 | 5 | 0 | 38 | 52 | 18 | 46 |
| TOTAL GIBRALTAR | | | 43 | 0 | 3 | 49 | 21 | 7 | 19 | 5 | 0 | 38 | 52 | 18 | 46 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AIR FOYLE PASSENGER AIRLINES | C | 5 | 0 | 6 | 20 | 40 | 40 | 0 | 0 | 0 | 25 | 38 | 32 | 8 |
| | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 14 | 29 | 14 | 43 | 0 | 0 | 48 | 50 | 26 | 6 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 57 | 0 | 1 | 30 | 25 | 25 | 21 | 0 | 0 | 39 | 55 | 18 | 56 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 44 | 0 | 25 | 3 |
| | EXCALIBUR AIRWAYS | C | 5 | 0 | 0 | 40 | 0 | 20 | 20 | 20 | 0 | 73 | 45 | 37 | 22 |
| | EXCEL AIRWAYS LTD | C | 15 | 0 | 1 | 20 | 7 | 13 | 27 | 20 | 13 | 187 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 16 | 0 | 0 | 38 | 13 | 44 | 6 | 0 | 0 | 33 | 57 | 122 | 14 |
| | LEISURE INTERNATIONAL | C | 18 | 0 | 0 | 39 | 6 | 6 | 33 | 17 | 0 | 87 | 14 | 70 | 7 |
| | MONARCH AIRLINES | C | 44 | 0 | 1 | 41 | 14 | 18 | 23 | 5 | 0 | 46 | 44 | 43 | 27 |
| TOTAL ATHENS | | | 175 | 0 | 9 | 33 | 17 | 21 | 22 | 5 | 1 | 59 | 47 | 41 | 153 |
| TOTAL CORFU | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 35 | 100 | -9 | 2 |
| SALONIKA | BRITANNIA AB | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 120 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 39 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 45 | 15 | 25 | 10 | 5 | 0 | 36 | 0 | 21 | 2 |
| TOTAL SALONIKA | | | 30 | 0 | 0 | 50 | 13 | 17 | 17 | 3 | 0 | 39 | 14 | 36 | 7 |
| TOTAL GREECE | | | 207 | 0 | 9 | 36 | 16 | 20 | 22 | 5 | 1 | 56 | 46 | 40 | 163 |
| GRENADA | | | | | | | | | | | | | | | |
| GRENADA | BRITISH AIRWAYS PLC | S | 4 | 1 | 1 | 75 | 0 | 0 | 0 | 0 | 25 | 175 | 67 | 3 | 18 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 28 | 75 | 13 | 4 |
| TOTAL GRENADA | | | 9 | 1 | 2 | 33 | 33 | 11 | 0 | 11 | 11 | 111 | 65 | 7 | 23 |
| TOTAL GRENADA | | | 9 | 1 | 2 | 33 | 33 | 11 | 0 | 11 | 11 | 111 | 65 | 7 | 23 |

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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) | | | | | | | | | | |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL BUDAPEST | | | 2 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL HUNGARY | | | 2 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| INDIA | | | | | | | | | | | | | | | |
| GOA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 58 | 44 | 36 | 9 |
| | CALEDONIAN AIRWAYS | C | 14 | 0 | 0 | 43 | 14 | 21 | 7 | 14 | 0 | 59 | 64 | 63 | 28 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 42 | 33 | 105 | 15 |
| TOTAL GOA | | | 34 | 0 | 0 | 47 | 9 | 15 | 24 | 6 | 0 | 54 | 52 | 70 | 52 |
| TRIVANDRUM | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 50 | 0 | 0 | 38 | 13 | 0 | 71 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL TRIVANDRUM | | | 17 | 0 | 0 | 47 | 6 | 12 | 29 | 6 | 0 | 49 | 0 | 0 | 0 |
| TOTAL INDIA | | | 51 | 0 | 0 | 47 | 8 | 14 | 25 | 6 | 0 | 52 | 52 | 70 | 52 |
| INDONESIA | | | | | | | | | | | | | | | |
| BALI INTERNATIONAL | GARUDA INDONESIA | S | 17 | 1 | 0 | 65 | 12 | 6 | 12 | 6 | 0 | 27 | 50 | 22 | 4 |
| TOTAL BALI INTERNATIONAL | | | 17 | 1 | 0 | 65 | 12 | 6 | 12 | 6 | 0 | 27 | 50 | 22 | 4 |
| TOTAL INDONESIA | | | 17 | 1 | 0 | 65 | 12 | 6 | 12 | 6 | 0 | 27 | 40 | 53 | 25 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | CITY FLYER EXPRESS | S | 76 | 1 | 8 | 59 | 17 | 18 | 5 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL CORK | | | 76 | 1 | 8 | 59 | 17 | 18 | 5 | 0 | 0 | 19 | 0 | 0 | 0 |
| DUBLIN | CITY FLYER EXPRESS | S | 224 | 0 | 8 | 62 | 21 | 9 | 8 | 0 | 0 | 17 | 85 | 6 | 176 |
| | RYANAIR | S | 230 | 2 | 24 | 70 | 17 | 10 | 2 | 0 | 0 | 10 | 86 | 9 | 174 |
| TOTAL DUBLIN | | | 454 | 2 | 32 | 66 | 19 | 10 | 5 | 0 | 0 | 13 | 85 | 7 | 350 |
| SHANNON | AB AIRLINES | S | 91 | 0 | 16 | 74 | 12 | 2 | 12 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 91 | 0 | 16 | 74 | 12 | 2 | 12 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL IRISH REPUBLIC | | | 621 | 3 | 56 | 66 | 18 | 10 | 6 | 0 | 0 | 14 | 85 | 7 | 350 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 19 | 50 | 22 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 17 | 0 | 1 | 29 | 41 | 12 | 0 | 18 | 0 | 57 | 70 | 13 | 10 |
| TOTAL OVDA | | | 25 | 0 | 1 | 32 | 40 | 16 | 0 | 12 | 0 | 45 | 72 | 10 | 25 |
| TEL AVIV | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 69 | 19 | 6 | 2 | 0 | 3 | 39 | 86 | 2 | 42 |
| | EL AL | C | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 67 | 15 | 6 |
| | EXCALIBUR AIRWAYS | C | 7 | 0 | 0 | 43 | 29 | 29 | 0 | 0 | 0 | 23 | 67 | 21 | 9 |
| | FIRST CHOICE AIRWAYS LTD | C | 28 | 0 | 0 | 54 | 18 | 11 | 18 | 0 | 0 | 25 | 65 | 9 | 20 |
| | MONARCH AIRLINES | C | 31 | 0 | 1 | 39 | 13 | 29 | 19 | 0 | 0 | 34 | 27 | 29 | 26 |
| TOTAL TEL AVIV | | | 134 | 0 | 1 | 58 | 18 | 13 | 9 | 0 | 1 | 33 | 64 | 13 | 103 |
| TOTAL ISRAEL | | | 159 | 0 | 2 | 54 | 21 | 14 | 8 | 2 | 1 | 35 | 66 | 12 | 128 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 50 | 33 | 0 | 17 | 0 | 0 | -39 | 60 | 69 | 5 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-------------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BERGAMO | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 26 | 0 | 159 | 3 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 11 | 100 | 2 | 1 | |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 33 | 33 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL BERGAMO | | | 17 | 0 | 2 | 65 | 18 | 6 | 12 | 0 | 0 | -3 | 38 | 101 | 16 |
| BOLOGNA | ALITALIA | S | 59 | 1 | 3 | 51 | 20 | 25 | 3 | 0 | 20 | 62 | 37 | 55 | |
| | BRITANNIA AB | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 46 | 0 | 0 | 0 | |
| | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 105 | 0 | 0 | 0 | |
| | MONARCH AIRLINES | C | 13 | 0 | 0 | 31 | 15 | 38 | 15 | 0 | 33 | 56 | 18 | 16 | |
| TOTAL BOLOGNA | | | 78 | 1 | 4 | 45 | 18 | 29 | 8 | 0 | 27 | 54 | 43 | 83 | |
| CAGLIARI (ELMAS) | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 65 | 0 | 45 | 2 | |
| | MERIDIANA AIR | S | 57 | 0 | 2 | 49 | 21 | 12 | 12 | 5 | 37 | 0 | 0 | 0 | |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 108 | 0 | 0 | 0 | |
| TOTAL CAGLIARI (ELMAS) | | | 61 | 0 | 2 | 46 | 20 | 13 | 16 | 5 | 40 | 25 | 30 | 4 | |
| CATANIA (FONTANAROSSA) | ALITALIA | S | 60 | 0 | 2 | 58 | 15 | 23 | 3 | 0 | 17 | 62 | 38 | 58 | |
| | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 164 | 25 | 73 | 4 | |
| | MONARCH AIRLINES | C | 12 | 0 | 0 | 50 | 8 | 0 | 25 | 17 | 67 | 10 | 53 | 10 | |
| TOTAL CATANIA (FONTANAROSSA) | | | 74 | 0 | 2 | 55 | 14 | 20 | 7 | 4 | 29 | 53 | 42 | 72 | |
| FLORENCE | MERIDIANA AIR | S | 57 | 0 | 2 | 53 | 19 | 11 | 16 | 2 | 32 | 44 | 45 | 101 | |
| TOTAL FLORENCE | | | 57 | 0 | 2 | 53 | 19 | 11 | 16 | 2 | 32 | 44 | 45 | 101 | |
| GENOA | BRITISH AIRWAYS (EURO OPS) LG | S | 104 | 0 | 4 | 66 | 16 | 12 | 5 | 0 | 21 | 0 | 0 | 0 | |
| TOTAL GENOA | | | 107 | 0 | 4 | 65 | 16 | 12 | 6 | 0 | 22 | 79 | 11 | 114 | |
| MILAN (LINATE) | BRITANNIA AB | C | 12 | 0 | 1 | 33 | 17 | 25 | 25 | 0 | 42 | 0 | 0 | 0 | |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 56 | 0 | 4 | 68 | 16 | 9 | 4 | 4 | 20 | 82 | 27 | 45 | |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 41 | 0 | 0 | 0 | |
| TOTAL MILAN (LINATE) | | | 72 | 0 | 5 | 61 | 15 | 13 | 8 | 3 | 25 | 79 | 25 | 53 | |
| MILAN (MALPENSA) | AIR FOYLE PASSENGER AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 99 | 40 | 59 | 10 | |
| | AIR OPERATIONS EUROPE | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 83 | 50 | 19 | 2 | |
| | BRITANNIA AB | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -21 | 0 | 0 | 0 | |
| | BRITISH WORLD AIRLINES LTD | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 17 | 17 | 46 | 6 | |
| | EXCALIBUR AIRWAYS | C | 5 | 0 | 1 | 20 | 0 | 20 | 40 | 20 | 122 | 0 | 70 | 4 | |
| | EXCEL AIRWAYS LTD | C | 5 | 0 | 0 | 40 | 0 | 0 | 60 | 0 | 91 | 0 | 0 | 0 | |
| | GB AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 21 | 25 | 75 | 8 | |
| | LEISURE INTERNATIONAL | C | 12 | 1 | 0 | 25 | 0 | 58 | 8 | 8 | 51 | 50 | 21 | 16 | |
| | MONARCH AIRLINES | C | 6 | 0 | 0 | 50 | 0 | 33 | 17 | 0 | 34 | 0 | 0 | 0 | |
| TOTAL MILAN (MALPENSA) | | | 45 | 1 | 1 | 38 | 4 | 29 | 20 | 9 | 56 | 38 | 49 | 52 | |
| NAPLES | BRITANNIA AB | C | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 94 | 0 | 0 | 0 | |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 117 | 0 | 0 | 56 | 23 | 14 | 8 | 0 | 23 | 63 | 31 | 16 | |
| | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 114 | 0 | 166 | 6 | |
| | EXCALIBUR AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 174 | 0 | 0 | 0 | |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 38 | 50 | 15 | 2 | |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 37 | 0 | 24 | 2 | |
| TOTAL NAPLES | | | 131 | 2 | 0 | 52 | 21 | 15 | 11 | 1 | 29 | 77 | 19 | 127 | |
| PALERMO | EXCEL AIRWAYS LTD | C | 2 | 1 | 0 | 0 | 0 | 0 | 50 | 50 | 180 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-------------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PALERMO | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 105 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 135 | 33 | 36 | 3 |
| TOTAL PALERMO | | | 8 | 2 | 0 | 25 | 0 | 0 | 38 | 38 | 0 | 139 | 40 | 30 | 5 |
| PISA | AIR FOYLE PASSENGER AIRLINES | C | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 14 | 0 | 130 | 2 |
| | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 14 | 2 |
| | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 817 | 1 |
| | EXCEL AIRWAYS LTD | C | 9 | 0 | 1 | 33 | 22 | 11 | 22 | 11 | 0 | 51 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 14 | 0 | 2 | 21 | 14 | 43 | 21 | 0 | 0 | 48 | 36 | 40 | 14 |
| TOTAL PISA | | | 45 | 1 | 4 | 49 | 13 | 24 | 11 | 2 | 0 | 31 | 51 | 48 | 41 |
| RIMINI | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 14 | 43 | 29 | 14 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL RIMINI | | | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 35 | 0 | 0 | 0 |
| ROME (CIAMPINO) | ALL LEISURE AIRLINES LTD | C | 4 | 0 | 0 | 25 | 0 | 25 | 0 | 0 | 50 | 641 | 0 | 0 | 0 |
| | BRITANNIA AB | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 39 | 2 |
| | BRITISH WORLD AIRLINES LTD | C | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 106 | 0 | 95 | 1 |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 126 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 25 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 6 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 34 | 0 | 0 | 41 | 21 | 21 | 18 | 0 | 0 | 31 | 59 | 24 | 22 |
| TOTAL ROME (CIAMPINO) | | | 60 | 2 | 0 | 37 | 13 | 25 | 18 | 3 | 3 | 83 | 44 | 34 | 52 |
| ROME (FIUMICINO) | AIR LIBERTE/ TAT EUROPEAN ALN | S | 54 | 0 | 6 | 57 | 9 | 11 | 20 | 2 | 0 | 35 | 84 | 8 | 58 |
| | ALITALIA | S | 56 | 0 | 0 | 68 | 16 | 13 | 4 | 0 | 0 | 16 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 51 | 0 | 9 | 57 | 16 | 10 | 14 | 0 | 4 | 36 | 65 | 15 | 60 |
| TOTAL ROME (FIUMICINO) | | | 162 | 0 | 15 | 60 | 14 | 11 | 12 | 1 | 1 | 30 | 75 | 11 | 118 |
| TURIN | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 29 | 14 | 0 | 57 | 0 | 0 | 56 | 50 | 25 | 6 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 1 | 50 | 20 | 20 | 10 | 0 | 0 | 28 | 33 | 57 | 6 |
| | MONARCH AIRLINES | C | 8 | 0 | 1 | 50 | 38 | 0 | 13 | 0 | 0 | 18 | 57 | 18 | 7 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 33 | 33 | 33 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL TURIN | | | 28 | 0 | 3 | 43 | 25 | 11 | 21 | 0 | 0 | 32 | 54 | 26 | 24 |
| VENICE | AIR FOYLE PASSENGER AIRLINES | C | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 33 | 50 | 43 | 4 |
| | ALITALIA | S | 114 | 1 | 4 | 64 | 18 | 11 | 8 | 0 | 0 | 17 | 82 | 12 | 62 |
| | BRITISH WORLD AIRLINES LTD | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | EXCALIBUR AIRWAYS | C | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 26 | 63 | 14 | 16 |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 1 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 14 | 1 | 0 | 36 | 14 | 29 | 14 | 7 | 0 | 50 | 28 | 29 | 18 |
| TOTAL VENICE | | | 152 | 3 | 4 | 59 | 18 | 13 | 9 | 1 | 0 | 21 | 63 | 38 | 113 |
| VERONA | BRITISH AIRWAYS (EURO OPS) LG | S | 106 | 0 | 2 | 54 | 14 | 15 | 11 | 5 | 1 | 44 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 3 | 0 | 1 | 33 | 0 | 33 | 0 | 0 | 33 | 217 | 0 | 49 | 5 |
| | MONARCH AIRLINES | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 67 | 49 | 3 |
| TOTAL VERONA | | | 114 | 0 | 5 | 54 | 13 | 17 | 11 | 4 | 2 | 48 | 80 | 15 | 118 |
| TOTAL ITALY | | | 1221 | 14 | 53 | 53 | 16 | 16 | 11 | 2 | 1 | 34 | 64 | 30 | 1093 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--------------------------|----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| IVORY COAST | | | | | | | | | | | | | | | |
| ABIDJAN | AIR AFRIQUE | C | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 130 | 0 | 0 | 0 |
| TOTAL ABIDJAN | | | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 130 | 0 | 81 | 8 |
| TOTAL IVORY COAST | | | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 130 | 0 | 81 | 8 |
| JAMAICA | | | | | | | | | | | | | | | |
| KINGSTON | BRITISH AIRWAYS PLC | S | 14 | 0 | 0 | 7 | 43 | 29 | 14 | 0 | 7 | 141 | 38 | 24 | 13 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 86 | 0 | 0 | 0 |
| | TRANS JAMAICA | C | 6 | 0 | 0 | 17 | 17 | 50 | 0 | 0 | 17 | 81 | 0 | 154 | 5 |
| TOTAL KINGSTON | | | 22 | 0 | 0 | 9 | 36 | 32 | 14 | 0 | 9 | 120 | 23 | 69 | 22 |
| MONTEGO BAY | BRITISH AIRWAYS PLC | S | 13 | 0 | 0 | 46 | 31 | 0 | 15 | 0 | 8 | 136 | 50 | 39 | 14 |
| | LEISURE INTL AIRWAYS LTD | C | 6 | 0 | 0 | 17 | 33 | 50 | 0 | 0 | 0 | 33 | 13 | 34 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 11 | 22 | 11 | 56 | 0 | 0 | 95 | 43 | 61 | 7 |
| TOTAL MONTEGO BAY | | | 28 | 0 | 0 | 29 | 29 | 14 | 25 | 0 | 4 | 100 | 38 | 43 | 29 |
| TOTAL JAMAICA | | | 50 | 0 | 0 | 20 | 32 | 22 | 20 | 0 | 6 | 109 | 31 | 54 | 51 |
| KENYA | | | | | | | | | | | | | | | |
| MOMBASA | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 28 | 100 | -5 | 8 |
| | CALEDONIAN AIRWAYS | C | 18 | 0 | 0 | 17 | 28 | 17 | 17 | 11 | 11 | 172 | 40 | 40 | 25 |
| | MONARCH AIRLINES | C | 9 | 0 | 0 | 44 | 11 | 0 | 22 | 11 | 11 | 108 | 25 | 55 | 8 |
| TOTAL MOMBASA | | | 36 | 0 | 0 | 31 | 19 | 17 | 17 | 8 | 8 | 120 | 49 | 34 | 41 |
| NAIROBI | MONARCH AIRLINES | C | 18 | 0 | 0 | 44 | 17 | 22 | 6 | 6 | 6 | 52 | 0 | 0 | 0 |
| TOTAL NAIROBI | | | 18 | 0 | 0 | 44 | 17 | 22 | 6 | 6 | 6 | 52 | 0 | 73 | 1 |
| TOTAL KENYA | | | 54 | 0 | 0 | 35 | 19 | 19 | 13 | 7 | 7 | 97 | 48 | 35 | 42 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | AIR BALTIC CORPORATION SIA | S | 32 | 0 | 4 | 66 | 19 | 6 | 9 | 0 | 0 | 18 | 0 | 0 | 0 |
| | RIGA AIRLINES EXPRESS | S | 58 | 0 | 2 | 50 | 17 | 28 | 5 | 0 | 0 | 22 | 38 | 38 | 32 |
| TOTAL RIGA | | | 90 | 0 | 6 | 56 | 18 | 20 | 7 | 0 | 0 | 21 | 55 | 22 | 89 |
| TOTAL LATVIA | | | 90 | 0 | 6 | 56 | 18 | 20 | 7 | 0 | 0 | 21 | 55 | 22 | 89 |
| MALDIVE ISLANDS | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 11 | 22 | 22 | 0 | 44 | 0 | 124 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -1 | 100 | 10 | 1 |
| TOTAL MALE INTERNATIONAL | | | 14 | 0 | 0 | 36 | 21 | 14 | 0 | 29 | 0 | 79 | 89 | 8 | 9 |
| TOTAL MALDIVE ISLANDS | | | 14 | 0 | 0 | 36 | 21 | 14 | 0 | 29 | 0 | 79 | 89 | 8 | 9 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 24 | 0 | 2 | 58 | 8 | 8 | 21 | 4 | 0 | 39 | 79 | 6 | 24 |
| | AIR MALTA | S | 60 | 0 | 0 | 62 | 18 | 20 | 0 | 0 | 0 | 14 | 83 | 5 | 60 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 72 | 10 | 18 |
| | EXCEL AIRWAYS LTD | C | 4 | 0 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 246 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 31 | 100 | -3 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 12 | 0 | 0 | 33 | 17 | 0 | 17 | 33 | 0 | 85 | 0 | 0 | 0 |
| TOTAL MALTA | | | 126 | 0 | 2 | 57 | 14 | 14 | 8 | 6 | 0 | 34 | 81 | 6 | 121 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|------------------------------|---------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL MALTA | | | 126 | 0 | 2 | 57 | 14 | 14 | 8 | 6 | 0 | 34 | 81 | 6 | 121 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 78 | 6 | 0 | 11 | 6 | 0 | 27 | 78 | 52 | 18 |
| TOTAL MAURITIUS | | | 18 | 0 | 0 | 78 | 6 | 0 | 11 | 6 | 0 | 27 | 78 | 52 | 18 |
| TOTAL MAURITIUS | | | 18 | 0 | 0 | 78 | 6 | 0 | 11 | 6 | 0 | 27 | 78 | 52 | 18 |
| MEXICO | | | | | | | | | | | | | | | |
| PUERTO VALLARTA | LEISURE INTL AIRWAYS LTD | C | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL PUERTO VALLARTA | | | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL MEXICO | | | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 46 | 0 | 0 | 0 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | CALEDONIAN AIRWAYS | C | 13 | 0 | 0 | 23 | 0 | 46 | 15 | 15 | 0 | 75 | 0 | 0 | 0 |
| TOTAL AGADIR | | | 13 | 0 | 0 | 23 | 0 | 46 | 15 | 15 | 0 | 75 | 50 | 19 | 16 |
| TOTAL MOROCCO | | | 13 | 2 | 0 | 23 | 0 | 46 | 15 | 15 | 0 | 75 | 60 | 14 | 20 |
| NEPAL | | | | | | | | | | | | | | | |
| KATHMANDU | ROYAL NEPAL AIRLINES | S | 20 | 0 | 0 | 15 | 10 | 25 | 50 | 0 | 0 | 63 | 11 | 86 | 18 |
| TOTAL KATHMANDU | | | 20 | 0 | 0 | 15 | 10 | 25 | 50 | 0 | 0 | 63 | 11 | 86 | 18 |
| TOTAL NEPAL | | | 20 | 0 | 0 | 15 | 10 | 25 | 50 | 0 | 0 | 63 | 11 | 86 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | CITY FLYER EXPRESS | S | 173 | 0 | 4 | 69 | 17 | 7 | 4 | 2 | 1 | 19 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 30 | 0 | 0 | 0 |
| | TRANSAVIA | S | 230 | 0 | 14 | 56 | 22 | 12 | 9 | 1 | 0 | 23 | 72 | 17 | 255 |
| TOTAL AMSTERDAM | | | 406 | 1 | 18 | 62 | 20 | 10 | 7 | 1 | 0 | 21 | 72 | 17 | 255 |
| MAASTRICHT | B A S E BUSINESS AIRLINES | S | 77 | 0 | 3 | 45 | 32 | 10 | 9 | 3 | 0 | 32 | 82 | 12 | 82 |
| | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 107 | 0 | 0 | 0 |
| TOTAL MAASTRICHT | | | 81 | 0 | 3 | 43 | 31 | 11 | 12 | 2 | 0 | 36 | 82 | 12 | 82 |
| ROTTERDAM | CITY FLYER EXPRESS | S | 183 | 2 | 12 | 74 | 11 | 9 | 5 | 1 | 0 | 13 | 70 | 11 | 179 |
| TOTAL ROTTERDAM | | | 183 | 2 | 12 | 74 | 11 | 9 | 5 | 1 | 0 | 13 | 70 | 11 | 179 |
| TOTAL NETHERLANDS | | | 670 | 3 | 33 | 63 | 19 | 10 | 7 | 1 | 0 | 21 | 73 | 14 | 516 |
| NEW ZEALAND | | | | | | | | | | | | | | | |
| AUCKLAND INTERNATIONAL | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 34 | 57 | 78 | 7 |
| TOTAL AUCKLAND INTERNATIONAL | | | 7 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 34 | 57 | 78 | 7 |
| TOTAL NEW ZEALAND | | | 7 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 34 | 57 | 78 | 7 |
| NIGERIA | | | | | | | | | | | | | | | |
| LAGOS | BRITISH AIRWAYS PLC | S | 68 | 0 | 0 | 47 | 19 | 22 | 10 | 1 | 0 | 21 | 54 | 25 | 61 |
| TOTAL LAGOS | | | 68 | 0 | 0 | 47 | 19 | 22 | 10 | 1 | 0 | 21 | 54 | 25 | 61 |
| TOTAL NIGERIA | | | 68 | 0 | 0 | 47 | 19 | 22 | 10 | 1 | 0 | 21 | 54 | 25 | 61 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | BRAATHENS ASA | S | 58 | 0 | 0 | 81 | 10 | 5 | 3 | 0 | 0 | 9 | 76 | 9 | 51 |
| TOTAL BERGEN | | | 58 | 0 | 0 | 81 | 10 | 5 | 3 | 0 | 0 | 9 | 76 | 9 | 51 |
| KRISTIANSAND (KJEVIK) | MAERSK AIR | S | 47 | 0 | 0 | 62 | 21 | 9 | 9 | 0 | 0 | 17 | 71 | 11 | 51 |
| TOTAL KRISTIANSAND (KJEVIK) | | | 47 | 0 | 0 | 62 | 21 | 9 | 9 | 0 | 0 | 17 | 71 | 11 | 51 |
| OSLO (FORNEBU) | BRAATHENS ASA | S | 68 | 0 | 0 | 82 | 9 | 4 | 4 | 0 | 0 | 8 | 80 | 9 | 69 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 48 | 0 | 0 | 77 | 13 | 4 | 6 | 0 | 0 | 13 | 65 | 13 | 48 |
| | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| TOTAL OSLO (FORNEBU) | | | 118 | 0 | 0 | 81 | 10 | 4 | 5 | 0 | 0 | 10 | 74 | 11 | 117 |
| STAVANGER | BRITISH AIRWAYS (EURO OPS) LG | S | 48 | 0 | 0 | 65 | 21 | 6 | 4 | 4 | 0 | 25 | 71 | 9 | 51 |
| TOTAL STAVANGER | | | 48 | 0 | 0 | 65 | 21 | 6 | 4 | 4 | 0 | 25 | 71 | 9 | 51 |
| TROMSOE | MONARCH AIRLINES | C | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL TROMSOE | | | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 278 | 0 | 0 | 74 | 14 | 6 | 5 | 1 | 0 | 14 | 73 | 10 | 278 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 35 | 6 | 24 | 24 | 6 | 6 | 113 | 44 | 42 | 18 |
| TOTAL ISLAMABAD | | | 17 | 0 | 0 | 35 | 6 | 24 | 24 | 6 | 6 | 113 | 44 | 42 | 18 |
| TOTAL PAKISTAN | | | 17 | 0 | 0 | 35 | 6 | 24 | 24 | 6 | 6 | 113 | 44 | 42 | 18 |
| PHILIPPINES | | | | | | | | | | | | | | | |
| MANILA | PHILIPPINE AIRLINES | S | 22 | 0 | 14 | 14 | 18 | 23 | 23 | 18 | 5 | 108 | 32 | 174 | 28 |
| TOTAL MANILA | | | 22 | 0 | 14 | 14 | 18 | 23 | 23 | 18 | 5 | 108 | 32 | 174 | 28 |
| TOTAL PHILIPPINES | | | 22 | 0 | 14 | 14 | 18 | 23 | 23 | 18 | 5 | 108 | 32 | 174 | 28 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BRITANNIA AB | C | 12 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 14 | 60 | 33 | 10 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 88 | 0 | 2 | 76 | 15 | 5 | 5 | 0 | 0 | 10 | 66 | 17 | 50 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 172 | 100 | 9 | 2 |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 18 | 1 | 0 | 50 | 22 | 28 | 0 | 0 | 0 | 18 | 83 | 7 | 18 |
| | MONARCH AIRLINES | C | 34 | 0 | 0 | 44 | 21 | 9 | 26 | 0 | 0 | 36 | 62 | 21 | 39 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 137 | 0 | 0 | 0 |
| TOTAL FARO | | | 171 | 1 | 2 | 62 | 18 | 9 | 10 | 1 | 0 | 22 | 75 | 11 | 191 |
| LISBON | BRITANNIA AB | C | 17 | 0 | 1 | 29 | 18 | 24 | 29 | 0 | 0 | 40 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 6 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 39 | 0 | 0 | 0 |
| | SATA | C | 16 | 0 | 2 | 25 | 31 | 31 | 0 | 13 | 0 | 56 | 0 | 0 | 0 |
| TOTAL LISBON | | | 39 | 0 | 3 | 28 | 26 | 23 | 18 | 5 | 0 | 47 | 39 | 54 | 38 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 210 | 1 | 5 | 56 | 19 | 12 | 11 | 2 | 0 | 26 | 69 | 18 | 229 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | BRITANNIA AB | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 113 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 35 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---------------------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| FUNCHAL | EXCALIBUR AIRWAYS | C | 16 | 0 | 0 | 38 | 6 | 31 | 25 | 0 | 0 | 38 | 75 | 6 | 16 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 21 | 88 | 4 | 8 |
| | GB AIRWAYS LTD | S | 26 | 0 | 0 | 85 | 12 | 4 | 0 | 0 | 0 | -10 | 94 | -22 | 18 |
| | MONARCH AIRLINES | C | 14 | 0 | 2 | 64 | 14 | 21 | 0 | 0 | 0 | 10 | 81 | 2 | 16 |
| TOTAL FUNCHAL | | | 74 | 0 | 2 | 58 | 16 | 14 | 12 | 0 | 0 | 16 | 83 | -3 | 60 |
| TOTAL PORTUGAL(MADEIRA) | | | 74 | 0 | 2 | 58 | 16 | 14 | 12 | 0 | 0 | 16 | 83 | -3 | 60 |
| PUERTO RICO | | | | | | | | | | | | | | | |
| SAN JUAN (PUERTO RICO) | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 50 | 17 | 11 | 22 | 0 | 0 | 27 | 25 | 22 | 4 |
| | BRITISH AIRWAYS PLC | S | 7 | 0 | 2 | 29 | 29 | 29 | 14 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL SAN JUAN (PUERTO RICO) | | | 25 | 2 | 2 | 44 | 20 | 16 | 20 | 0 | 0 | 28 | 17 | 36 | 6 |
| TOTAL PUERTO RICO | | | 25 | 2 | 2 | 44 | 20 | 16 | 20 | 0 | 0 | 28 | 17 | 36 | 6 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA | QATAR AIRWAYS | S | 17 | 0 | 1 | 24 | 24 | 18 | 24 | 6 | 6 | 119 | 64 | 36 | 22 |
| TOTAL DOHA | | | 17 | 0 | 1 | 24 | 24 | 18 | 24 | 6 | 6 | 119 | 64 | 36 | 22 |
| TOTAL QATAR | | | 17 | 0 | 1 | 24 | 24 | 18 | 24 | 6 | 6 | 119 | 64 | 36 | 22 |
| REPUBLIC OF SOUTH AFRICA | | | | | | | | | | | | | | | |
| CAPE TOWN | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL CAPE TOWN | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| JOHANNESBURG | CALEDONIAN AIRWAYS | C | 11 | 0 | 2 | 9 | 18 | 36 | 36 | 0 | 0 | 58 | 0 | 0 | 0 |
| TOTAL JOHANNESBURG | | | 11 | 0 | 2 | 9 | 18 | 36 | 36 | 0 | 0 | 58 | 0 | 22 | 2 |
| TOTAL REPUBLIC OF SOUTH AFRICA | | | 13 | 0 | 2 | 8 | 23 | 38 | 31 | 0 | 0 | 54 | 0 | 22 | 2 |
| REPUBLIC OF YEMEN | | | | | | | | | | | | | | | |
| SANAA | YEMENIA | S | 18 | 0 | 0 | 50 | 22 | 11 | 17 | 0 | 0 | 29 | 44 | 142 | 18 |
| TOTAL SANAA | | | 18 | 0 | 0 | 50 | 22 | 11 | 17 | 0 | 0 | 29 | 44 | 142 | 18 |
| TOTAL REPUBLIC OF YEMEN | | | 18 | 0 | 0 | 50 | 22 | 11 | 17 | 0 | 0 | 29 | 44 | 142 | 18 |
| RUMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | BRITISH AIRWAYS (EURO OPS) LG | S | 32 | 1 | 0 | 34 | 16 | 38 | 9 | 3 | 0 | 40 | 63 | 15 | 35 |
| | FIRST CHOICE AIRWAYS LTD | C | 5 | 1 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 0 | 39 | 4 |
| TOTAL BUCHAREST (OTOPENI) | | | 37 | 2 | 0 | 38 | 19 | 32 | 8 | 3 | 0 | 37 | 52 | 17 | 46 |
| TOTAL RUMANIA | | | 37 | 2 | 0 | 38 | 19 | 32 | 8 | 3 | 0 | 37 | 52 | 17 | 46 |
| RUSSIA | | | | | | | | | | | | | | | |
| MOSCOW (SHEREMETYEVO) | AJT AIR INTERNATIONAL | C | 10 | 0 | 26 | 0 | 0 | 20 | 80 | 0 | 0 | 87 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 50 | 0 | 0 | 62 | 22 | 8 | 8 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | 60 | 1 | 26 | 52 | 18 | 10 | 20 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL RUSSIA | | | 60 | 1 | 26 | 52 | 18 | 10 | 20 | 0 | 0 | 30 | 0 | 0 | 0 |
| SEYCHELLES | | | | | | | | | | | | | | | |
| SEYCHELLES | AIR SEYCHELLES | S | 28 | 0 | 0 | 64 | 7 | 18 | 11 | 0 | 0 | 19 | 75 | 11 | 16 |
| TOTAL SEYCHELLES | | | 28 | 0 | 0 | 64 | 7 | 18 | 11 | 0 | 0 | 19 | 75 | 11 | 16 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 SEYCHELLES | | | 28 | 0 | 0 | 64 | 7 | 18 | 11 | 0 | 0 | 19 | 75 | 11 | 16 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | AIR OPERATIONS EUROPE | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 68 | 0 | 0 | 0 |
| | BRITANNIA AB | C | 5 | 0 | 2 | 80 | 0 | 0 | 20 | 0 | 0 | 32 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 16 | 53 | 24 | 32 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 58 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 22 | 1 | 1 | 41 | 0 | 5 | 5 | 32 | 18 | 166 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 83 | 8 | 18 |
| | LEISURE INTERNATIONAL | C | 6 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 32 | 67 | 18 | 6 |
| | MONARCH AIRLINES | C | 38 | 0 | 0 | 50 | 21 | 21 | 8 | 0 | 0 | 20 | 63 | 25 | 51 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL ALICANTE | | | 121 | 1 | 3 | 55 | 13 | 13 | 9 | 6 | 3 | 48 | 62 | 22 | 117 |
| ALMERIA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 32 | 50 | 27 | 10 |
| | EXCALIBUR AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 14 | 0 | 50 | 2 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL ALMERIA | | | 20 | 0 | 0 | 55 | 10 | 25 | 10 | 0 | 0 | 21 | 43 | 34 | 14 |
| ASTURIAS | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 100 | -5 | 4 |
| TOTAL ASTURIAS | | | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 100 | -5 | 4 |
| BARCELONA | | | | | | | | | | | | | | | |
| | AIR EUROPA | S | 50 | 0 | 2 | 38 | 32 | 22 | 6 | 2 | 0 | 30 | 0 | 0 | 0 |
| | BRITANNIA AB | C | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 79 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 2 | 2 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 100 | -2 | 2 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 83 | 100 | 2 | 2 |
| | GB AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 72 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 6 | 1 | 0 | 17 | 0 | 33 | 50 | 0 | 0 | 51 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 13 | 0 | 25 | 63 | 0 | 0 | 111 | 76 | 10 | 17 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 45 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 79 | 3 | 3 | 29 | 23 | 23 | 24 | 1 | 0 | 46 | 74 | 10 | 23 |
| BILBAO | AIR OPERATIONS EUROPE | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 49 | 50 | 30 | 2 |
| | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 49 | 50 | 5 | 4 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 44 | 4 |
| TOTAL BILBAO | | | 14 | 0 | 0 | 36 | 14 | 29 | 21 | 0 | 0 | 35 | 53 | 17 | 19 |
| GERONA | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL GERONA | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 100 | 10 | 2 |
| IBIZA | EXCALIBUR AIRWAYS | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 27 | 10 |
| TOTAL IBIZA | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 27 | 10 |
| MADRID | | | | | | | | | | | | | | | |
| | AIR EUROPA | S | 51 | 0 | 1 | 37 | 27 | 22 | 10 | 2 | 2 | 38 | 0 | 0 | 0 |
| | AIR OPERATIONS EUROPE | C | 3 | 0 | 1 | 0 | 33 | 0 | 33 | 33 | 0 | 138 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 69 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 160 | 0 | 3 | 59 | 16 | 14 | 8 | 3 | 0 | 25 | 79 | 9 | 163 |
| | FIRST CHOICE AIRWAYS LTD | C | 6 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 58 | 100 | 5 | 2 |
| | IBERIA | S | 84 | 0 | 16 | 46 | 26 | 13 | 13 | 1 | 0 | 29 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 5 | 0 | 3 | 0 | 0 | 20 | 40 | 40 | 0 | 164 | 33 | 25 | 9 |
| | SPANAIR | C | 18 | 0 | 0 | 17 | 11 | 61 | 11 | 0 | 0 | 36 | 67 | 27 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---|-------------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| TOTAL MADRID | | | 333 | 1 | 25 | 47 | 20 | 19 | 12 | 3 | 0 | 34 | 70 | 18 | 307 |
| MALAGA | AIR EUROPA | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | AIR FOYLE PASSENGER AIRLINES | C | 7 | 1 | 3 | 29 | 14 | 43 | 14 | 0 | 0 | 39 | 0 | 72 | 5 |
| | AIR OPERATIONS EUROPE | C | 15 | 2 | 3 | 40 | 0 | 27 | 33 | 0 | 0 | 40 | 0 | 501 | 2 |
| | ALL LEISURE AIRLINES LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 111 | 0 | 0 | 0 |
| | BRITANNIA AB | C | 12 | 0 | 0 | 50 | 25 | 17 | 8 | 0 | 0 | 13 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 22 | 0 | 0 | 32 | 27 | 23 | 18 | 0 | 0 | 30 | 50 | 45 | 22 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 120 | 0 | 0 | 47 | 13 | 23 | 13 | 5 | 0 | 42 | 75 | 10 | 120 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 26 | 57 | 15 | 7 |
| | EXCALIBUR AIRWAYS | C | 6 | 0 | 0 | 17 | 0 | 17 | 67 | 0 | 0 | 66 | 20 | 55 | 10 |
| | EXCEL AIRWAYS LTD | C | 8 | 1 | 1 | 38 | 13 | 38 | 13 | 0 | 0 | 33 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 20 | 0 | 0 | 50 | 10 | 15 | 20 | 0 | 5 | 57 | 63 | 29 | 16 |
| | LEISURE INTERNATIONAL | C | 17 | 1 | 1 | 35 | 18 | 18 | 12 | 18 | 0 | 68 | 64 | 15 | 28 |
| | MONARCH AIRLINES | C | 36 | 0 | 0 | 31 | 33 | 11 | 25 | 0 | 0 | 37 | 55 | 26 | 40 |
| | MY TRAVEL AIRWAYS UK | C | 14 | 0 | 0 | 57 | 21 | 14 | 7 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 286 | 5 | 8 | 42 | 16 | 21 | 17 | 3 | 0 | 41 | 63 | 24 | 266 |
| MURCIA SAN JAVIER | GB AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL MURCIA SAN JAVIER | | | 20 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 10 | 64 | 35 | 11 |
| PALMA DE MALLORCA | AIR EUROPA | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| | AIR FOYLE PASSENGER AIRLINES | C | 2 | 0 | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 74 | 0 | 38 | 2 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 72 | 11 | 6 | 11 | 0 | 0 | 18 | 62 | 11 | 21 |
| | CENTENNIAL AIRLINES | S | 24 | 0 | 0 | 46 | 4 | 21 | 29 | 0 | 0 | 37 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 10 | 90 | 2 | 10 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 59 | 0 | 41 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 13 | 0 | 7 | 23 | 31 | 8 | 31 | 8 | 0 | 82 | 0 | 0 | 0 |
| | VIVA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 74 | 0 | 9 | 47 | 14 | 15 | 23 | 1 | 0 | 39 | 54 | 21 | 69 |
| SANTIAGO DE COMPOSTELA (SPAIN) | BRITANNIA AB | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | IBERIA | S | 26 | 0 | 0 | 69 | 23 | 0 | 0 | 8 | 0 | 21 | 88 | 8 | 34 |
| | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 116 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 14 | 0 | 14 | 29 | 43 | 0 | 139 | 50 | 22 | 2 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 41 | 0 | 0 | 51 | 20 | 5 | 10 | 15 | 0 | 50 | 79 | 17 | 42 |
| SEVILLE | MONARCH AIRLINES | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL SEVILLE | | | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 49 | 0 | 0 | 0 |
| VALENCIA | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 34 | 0 | 0 | 44 | 12 | 29 | 9 | 0 | 6 | 52 | 0 | 0 | 0 |
| TOTAL VALENCIA | | | 38 | 0 | 0 | 42 | 16 | 29 | 8 | 0 | 5 | 49 | 0 | 34 | 3 |
| VITORIA | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 51 | 0 | 0 | 0 |
| TOTAL VITORIA | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 51 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 1053 | 11 | 48 | 46 | 17 | 18 | 14 | 3 | 1 | 39 | 65 | 21 | 890 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR OPERATIONS EUROPE | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 14 | 0 | 50 | 5 |
| | BRITANNIA AIRWAYS | C | 22 | 1 | 0 | 68 | 18 | 14 | 0 | 0 | 0 | 13 | 64 | 13 | 14 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--|--------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ARRECIFE | CALEDONIAN AIRWAYS | C | 16 | 0 | 0 | 6 | 25 | 25 | 44 | 0 | 0 | 67 | 55 | 61 | 11 |
| | EXCEL AIRWAYS LTD | C | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 32 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 26 | 0 | 0 | 50 | 23 | 27 | 0 | 0 | 0 | 20 | 55 | 17 | 20 |
| | FUTURA AIRLINES | C | 3 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 49 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 6 | 0 | 0 | 17 | 0 | 17 | 67 | 0 | 0 | 52 | 63 | 15 | 8 |
| | MONARCH AIRLINES | C | 14 | 0 | 2 | 14 | 29 | 7 | 50 | 0 | 0 | 53 | 64 | 16 | 28 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 0 | 10 | 20 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 106 | 1 | 2 | 41 | 18 | 21 | 21 | 0 | 35 | 59 | 21 | 109 | |
| FUERTEVENTURA | BRITANNIA AB | C | 10 | 0 | 0 | 30 | 0 | 20 | 50 | 0 | 0 | 61 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 31 | 83 | 3 | 18 |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 51 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 11 | 0 | 1 | 9 | 36 | 27 | 0 | 27 | 0 | 75 | 50 | 23 | 14 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 13 | 13 | 13 | 13 | 0 | 54 | 38 | 17 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 44 | 6 | 11 | 39 | 0 | 0 | 57 | 0 | 0 | 0 |
| TOTAL FUERTEVENTURA | | | 68 | 0 | 1 | 37 | 13 | 19 | 25 | 6 | 53 | 53 | 17 | 60 | |
| LAS PALMAS | AIR EUROPA | C | 10 | 0 | 2 | 60 | 30 | 10 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | BRITANNIA AB | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 14 | 0 | 0 | 50 | 21 | 29 | 0 | 0 | 0 | 23 | 56 | 17 | 18 |
| | CALEDONIAN AIRWAYS | C | 9 | 0 | 1 | 67 | 11 | 0 | 22 | 0 | 0 | 18 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 24 | 0 | 1 | 63 | 8 | 25 | 4 | 0 | 0 | 20 | 69 | 27 | 16 |
| | MONARCH AIRLINES | C | 6 | 0 | 1 | 17 | 17 | 17 | 50 | 0 | 0 | 65 | 36 | 24 | 14 |
| | MY TRAVEL AIRWAYS UK | C | 24 | 0 | 0 | 29 | 13 | 29 | 29 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL LAS PALMAS | | | 92 | 0 | 5 | 50 | 14 | 22 | 14 | 0 | 28 | 64 | 20 | 123 | |
| TENERIFE (SURREINA SOFIA) | AIR ATLANTA ICELANDIC | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 57 | 0 | 0 | 0 |
| | AIR EUROPA | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 37 | 25 | 35 | 4 |
| | AIR OPERATIONS EUROPE | C | 4 | 0 | 2 | 0 | 25 | 0 | 75 | 0 | 0 | 59 | 0 | 0 | 0 |
| | BRITANNIA AB | C | 9 | 0 | 0 | 11 | 22 | 11 | 44 | 11 | 0 | 70 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 40 | 0 | 0 | 45 | 10 | 25 | 15 | 5 | 0 | 47 | 50 | 32 | 36 |
| | CALEDONIAN AIRWAYS | C | 18 | 0 | 4 | 28 | 11 | 17 | 22 | 0 | 22 | 135 | 50 | 15 | 4 |
| | EXCEL AIRWAYS LTD | C | 7 | 0 | 0 | 0 | 14 | 14 | 29 | 43 | 0 | 172 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 46 | 0 | 1 | 48 | 15 | 17 | 20 | 0 | 0 | 29 | 63 | 14 | 32 |
| | FUTURA AIRLINES | C | 2 | 0 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 48 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 22 | 0 | 0 | 50 | 9 | 5 | 18 | 18 | 0 | 73 | 66 | 27 | 29 |
| | MONARCH AIRLINES | C | 28 | 1 | 0 | 11 | 21 | 14 | 39 | 14 | 0 | 95 | 39 | 54 | 54 |
| | MY TRAVEL AIRWAYS UK | C | 32 | 0 | 2 | 38 | 16 | 19 | 25 | 3 | 0 | 40 | 33 | 42 | 9 |
| | OASIS INTERNATIONAL | C | 9 | 0 | 2 | 44 | 44 | 11 | 0 | 0 | 0 | 20 | 100 | 5 | 4 |
| | VIVA | C | 10 | 0 | 0 | 40 | 0 | 30 | 30 | 0 | 0 | 47 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 232 | 1 | 12 | 34 | 15 | 19 | 24 | 6 | 61 | 54 | 31 | 195 | |
| TOTAL SPAIN(CANARY ISLANDS) | | | 498 | 2 | 20 | 39 | 15 | 20 | 21 | 4 | 48 | 58 | 24 | 487 | |
| SRI LANKA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 13 | 13 | 50 | 0 | 0 | 76 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 82 | 12 | 0 | 6 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL COLOMBO | | | 25 | 0 | 0 | 64 | 12 | 4 | 20 | 0 | 28 | 63 | 8 | 8 | |
| TOTAL SRI LANKA | | | 25 | 0 | 0 | 64 | 12 | 4 | 20 | 0 | 28 | 63 | 8 | 8 | |
| ST LUCIA | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-----------------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | BRITISH AIRWAYS PLC | S | 34 | 1 | 1 | 18 | 32 | 32 | 18 | 0 | 0 | 33 | 67 | 6 | 21 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 146 | 50 | 114 | 4 |
| TOTAL ST LUCIA (HEWANORRA) | | | 39 | 1 | 1 | 15 | 33 | 31 | 18 | 0 | 3 | 48 | 62 | 27 | 26 |
| TOTAL ST LUCIA | | | 39 | 1 | 1 | 15 | 33 | 31 | 18 | 0 | 3 | 48 | 62 | 27 | 26 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | BRITISH AIRWAYS (EURO OPS) LG | S | 56 | 0 | 1 | 70 | 16 | 4 | 9 | 2 | 0 | 16 | 84 | 6 | 56 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 10 | 10 | 20 | 60 | 0 | 0 | 82 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 1 | 44 | 22 | 22 | 11 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL GOTEBORG | | | 75 | 0 | 2 | 59 | 16 | 8 | 16 | 1 | 0 | 26 | 81 | 6 | 64 |
| STOCKHOLM (ARLANDA) | EXCALIBUR AIRWAYS | C | 10 | 0 | 0 | 50 | 20 | 0 | 10 | 10 | 10 | 78 | 0 | 0 | 0 |
| TOTAL STOCKHOLM (ARLANDA) | | | 10 | 1 | 0 | 50 | 20 | 0 | 10 | 10 | 10 | 78 | 72 | 16 | 185 |
| TOTAL SWEDEN | | | 85 | 1 | 2 | 58 | 16 | 7 | 15 | 2 | 1 | 32 | 74 | 13 | 249 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | BRITANNIA AIRWAYS | C | 13 | 1 | 0 | 8 | 31 | 15 | 46 | 0 | 0 | 64 | 39 | 29 | 28 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 160 | 0 | 6 | 60 | 17 | 13 | 7 | 3 | 0 | 25 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 24 | 0 | 3 | 21 | 13 | 33 | 33 | 0 | 0 | 61 | 25 | 20 | 8 |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 1 | 33 | 67 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 2 | 2 | 38 | 50 | 13 | 0 | 0 | 0 | 22 | 90 | 2 | 10 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 23 | 26 | 72 | 23 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 64 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 221 | 5 | 14 | 50 | 19 | 16 | 12 | 2 | 0 | 31 | 74 | 14 | 250 |
| ZURICH | FLIGHTLINE LTD | C | 80 | 0 | 2 | 59 | 13 | 16 | 9 | 3 | 1 | 36 | 70 | 30 | 96 |
| TOTAL ZURICH | | | 80 | 0 | 2 | 59 | 13 | 16 | 9 | 3 | 1 | 36 | 72 | 24 | 131 |
| TOTAL SWITZERLAND | | | 301 | 5 | 16 | 52 | 18 | 16 | 11 | 2 | 0 | 33 | 72 | 17 | 426 |
| THAILAND | | | | | | | | | | | | | | | |
| PHUKET | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 22 | 44 | 11 | 11 | 11 | 0 | 50 | 0 | 0 | 0 |
| TOTAL PHUKET | | | 9 | 0 | 0 | 22 | 44 | 11 | 11 | 11 | 0 | 50 | 0 | 69 | 3 |
| TOTAL THAILAND | | | 9 | 0 | 0 | 22 | 44 | 11 | 11 | 11 | 0 | 50 | 25 | 54 | 8 |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | |
| TOBAGO | CALEDONIAN AIRWAYS | C | 4 | 0 | 1 | 0 | 0 | 50 | 25 | 25 | 0 | 124 | 0 | 30 | 1 |
| TOTAL TOBAGO | | | 4 | 0 | 1 | 0 | 0 | 50 | 25 | 25 | 0 | 124 | 0 | 30 | 1 |
| TOTAL TRINIDAD AND TOBAGO | | | 5 | 0 | 1 | 0 | 0 | 40 | 40 | 20 | 0 | 134 | 70 | 11 | 10 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 28 | 22 | 17 | 22 | 11 | 0 | 51 | 44 | 28 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 10 | 10 | 30 | 10 | 0 | 63 | 17 | 53 | 6 |
| | MY TRAVEL AIRWAYS UK | C | 12 | 0 | 0 | 33 | 25 | 8 | 33 | 0 | 0 | 43 | 33 | 16 | 6 |
| | NOUVELAIR TUNISIE | C | 7 | 0 | 0 | 0 | 29 | 57 | 14 | 0 | 0 | 47 | 33 | 30 | 3 |
| TOTAL MONASTIR | | | 47 | 0 | 0 | 28 | 21 | 19 | 26 | 6 | 0 | 51 | 40 | 30 | 40 |
| TOTAL TUNISIA | | | 47 | 0 | 0 | 28 | 21 | 19 | 26 | 6 | 0 | 51 | 40 | 30 | 40 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--------------------------------------|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TURKEY | | | | | | | | | | | | | | | |
| ISTANBUL | ISTANBUL HAVA YOLLARI | C | 9 | 0 | 0 | 22 | 22 | 56 | 0 | 0 | 0 | 33 | 14 | 33 | 7 |
| | ONUR AIR | C | 24 | 0 | 0 | 29 | 21 | 38 | 13 | 0 | 0 | 40 | 81 | 19 | 16 |
| TOTAL ISTANBUL | | | 33 | 0 | 0 | 27 | 21 | 42 | 9 | 0 | 0 | 38 | 61 | 23 | 23 |
| TOTAL TURKEY | | | 33 | 0 | 0 | 27 | 21 | 42 | 9 | 0 | 0 | 38 | 61 | 23 | 23 |
| UKRAINE | | | | | | | | | | | | | | | |
| KIEV (BORISPOL) | UKRAINE INTERNATIONAL AIRLINE | S | 32 | 0 | 1 | 50 | 22 | 16 | 13 | 0 | 0 | 25 | 72 | 16 | 25 |
| TOTAL KIEV (BORISPOL) | | | 32 | 0 | 1 | 50 | 22 | 16 | 13 | 0 | 0 | 25 | 72 | 16 | 25 |
| TOTAL UKRAINE | | | 32 | 0 | 1 | 50 | 22 | 16 | 13 | 0 | 0 | 25 | 72 | 16 | 25 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | EMIRATES | S | 18 | 0 | 0 | 33 | 22 | 22 | 22 | 0 | 0 | 30 | 56 | 15 | 18 |
| TOTAL ABU DHABI INTERNATIONAL | | | 18 | 0 | 0 | 33 | 22 | 22 | 22 | 0 | 0 | 30 | 56 | 15 | 18 |
| DUBAI | EMIRATES | S | 48 | 0 | 0 | 50 | 19 | 17 | 13 | 0 | 2 | 35 | 68 | 13 | 44 |
| TOTAL DUBAI | | | 48 | 0 | 0 | 50 | 19 | 17 | 13 | 0 | 2 | 35 | 68 | 13 | 44 |
| TOTAL UNITED ARAB EMIRATES | | | 66 | 0 | 0 | 45 | 20 | 18 | 15 | 0 | 2 | 34 | 65 | 14 | 62 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS (EURO OPS) LG | S | 143 | 0 | 6 | 66 | 17 | 10 | 5 | 2 | 0 | 17 | 77 | 10 | 149 |
| TOTAL ABERDEEN | | | 143 | 0 | 6 | 66 | 17 | 10 | 5 | 2 | 0 | 17 | 77 | 10 | 149 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 224 | 2 | 21 | 59 | 11 | 12 | 15 | 2 | 0 | 31 | 83 | 9 | 222 |
| TOTAL BELFAST CITY | | | 224 | 2 | 21 | 59 | 11 | 12 | 15 | 2 | 0 | 31 | 83 | 9 | 222 |
| BELFAST INTERNATIONAL | AB AIRLINES | S | 38 | 2 | 3 | 58 | 3 | 11 | 26 | 3 | 0 | 35 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | 38 | 2 | 3 | 58 | 3 | 11 | 26 | 3 | 0 | 35 | 0 | 0 | 0 |
| EAST MIDLANDS | COMMUNITY EXPRESS AIRLINES L | S | 96 | 0 | 12 | 63 | 18 | 14 | 5 | 1 | 0 | 19 | 0 | 0 | 0 |
| TOTAL EAST MIDLANDS | | | 96 | 0 | 12 | 63 | 18 | 14 | 5 | 1 | 0 | 19 | 0 | 0 | 0 |
| EDINBURGH | KLM UK LTD | S | 270 | 0 | 15 | 73 | 11 | 10 | 5 | 0 | 0 | 13 | 79 | 9 | 233 |
| TOTAL EDINBURGH | | | 270 | 0 | 15 | 73 | 11 | 10 | 5 | 0 | 0 | 13 | 79 | 9 | 233 |
| GLASGOW | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 |
| | KLM UK LTD | S | 240 | 0 | 9 | 60 | 14 | 16 | 9 | 1 | 0 | 22 | 82 | 8 | 234 |
| TOTAL GLASGOW | | | 243 | 1 | 9 | 61 | 14 | 16 | 9 | 1 | 0 | 21 | 82 | 8 | 235 |
| GUERNSEY | CITY FLYER EXPRESS | C | 8 | 0 | 4 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | CITY FLYER EXPRESS | S | 117 | 3 | 0 | 61 | 16 | 11 | 10 | 2 | 0 | 23 | 81 | 15 | 122 |
| | JERSEY EUROPEAN AIRWAYS | S | 197 | 0 | 30 | 73 | 11 | 4 | 11 | 2 | 0 | 21 | 86 | 9 | 217 |
| TOTAL GUERNSEY | | | 322 | 3 | 34 | 68 | 12 | 7 | 10 | 2 | 0 | 21 | 84 | 11 | 339 |
| JERSEY | CITY FLYER EXPRESS | S | 170 | 0 | 12 | 70 | 21 | 7 | 2 | 0 | 0 | 12 | 68 | 26 | 169 |
| | JERSEY EUROPEAN AIRWAYS | S | 191 | 0 | 12 | 73 | 12 | 9 | 6 | 0 | 0 | 13 | 82 | 9 | 201 |
| TOTAL JERSEY | | | 361 | 0 | 24 | 72 | 16 | 8 | 4 | 0 | 0 | 13 | 76 | 17 | 372 |
| LEEDS BRADFORD | CITY FLYER EXPRESS | S | 101 | 0 | 10 | 54 | 17 | 18 | 11 | 0 | 0 | 25 | 73 | 12 | 84 |
| TOTAL LEEDS BRADFORD | | | 101 | 0 | 10 | 54 | 17 | 18 | 11 | 0 | 0 | 25 | 73 | 12 | 84 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|----------------------------------|-------------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MANCHESTER | BRITANNIA AIRWAYS | C | 21 | 0 | 0 | 38 | 14 | 19 | 24 | 5 | 0 | 50 | 63 | 7 | 8 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 280 | 1 | 8 | 74 | 11 | 9 | 6 | 0 | 0 | 15 | 85 | 5 | 262 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 56 | 24 | 16 |
| | FIRST CHOICE AIRWAYS LTD | S | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 18 | 1 | 0 | 39 | 6 | 33 | 22 | 0 | 0 | 36 | 20 | 28 | 5 |
| | LEISURE INTL AIRWAYS LTD | C | 7 | 0 | 0 | 29 | 0 | 29 | 43 | 0 | 0 | 63 | 11 | 28 | 9 |
| | MONARCH AIRLINES | C | 6 | 0 | 1 | 33 | 50 | 17 | 0 | 0 | 0 | 13 | 100 | -3 | 3 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 0 | 36 | 43 | 41 | 14 |
| TOTAL MANCHESTER | | | 348 | 2 | 9 | 66 | 13 | 12 | 8 | 1 | 0 | 22 | 74 | 12 | 335 |
| NEWCASTLE | CITY FLYER EXPRESS | S | 214 | 0 | 9 | 64 | 18 | 10 | 8 | 0 | 0 | 18 | 74 | 14 | 125 |
| TOTAL NEWCASTLE | | | 214 | 0 | 20 | 64 | 18 | 10 | 8 | 0 | 0 | 18 | 73 | 13 | 193 |
| TOTAL UNITED KINGDOM | | | 2361 | 16 | 163 | 66 | 14 | 11 | 8 | 1 | 0 | 20 | 78 | 12 | 2164 |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | BRITISH AIRWAYS PLC | S | 59 | 1 | 0 | 39 | 22 | 31 | 7 | 2 | 0 | 28 | 88 | 5 | 60 |
| | DELTA AIRLINES | S | 117 | 1 | 2 | 49 | 25 | 19 | 7 | 1 | 0 | 22 | 73 | 11 | 118 |
| TOTAL ATLANTA | | | 176 | 2 | 2 | 45 | 24 | 23 | 7 | 1 | 0 | 24 | 78 | 9 | 178 |
| BALTIMORE | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 57 | 18 | 18 | 2 | 5 | 0 | 25 | 93 | -4 | 59 |
| TOTAL BALTIMORE | | | 60 | 0 | 0 | 57 | 18 | 18 | 2 | 5 | 0 | 25 | 93 | -4 | 59 |
| BOSTON | VIRGIN ATLANTIC AIRWAYS LTD | S | 54 | 0 | 6 | 57 | 9 | 15 | 15 | 2 | 2 | 37 | 93 | 7 | 55 |
| TOTAL BOSTON | | | 54 | 0 | 6 | 57 | 9 | 15 | 15 | 2 | 2 | 37 | 82 | 14 | 116 |
| CHARLOTTE | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 65 | 10 | 17 | 8 | 0 | 0 | 16 | 92 | -2 | 60 |
| TOTAL CHARLOTTE | | | 60 | 0 | 0 | 65 | 10 | 17 | 8 | 0 | 0 | 16 | 92 | -2 | 60 |
| CINCINNATI | DELTA AIRLINES | S | 60 | 0 | 0 | 45 | 12 | 20 | 23 | 0 | 0 | 33 | 65 | 15 | 60 |
| TOTAL CINCINNATI | | | 60 | 0 | 0 | 45 | 12 | 20 | 23 | 0 | 0 | 33 | 65 | 15 | 60 |
| DALLAS/FORT WORTH | AMERICAN AIRLINES | S | 106 | 0 | 0 | 23 | 19 | 25 | 31 | 3 | 0 | 53 | 39 | 43 | 59 |
| | BRITISH AIRWAYS PLC | S | 58 | 0 | 2 | 50 | 24 | 16 | 9 | 2 | 0 | 27 | 85 | 8 | 60 |
| TOTAL DALLAS/FORT WORTH | | | 164 | 0 | 2 | 32 | 21 | 21 | 23 | 2 | 0 | 44 | 62 | 25 | 119 |
| DETROIT | NORTHWEST AIRLINES | S | 73 | 0 | 3 | 51 | 8 | 23 | 15 | 1 | 1 | 36 | 0 | 0 | 0 |
| TOTAL DETROIT | | | 74 | 0 | 3 | 50 | 8 | 24 | 15 | 1 | 1 | 36 | 38 | 17 | 37 |
| FORT LAUDERDALE | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 60 | 33 | 47 | 6 |
| TOTAL FORT LAUDERDALE | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 60 | 33 | 47 | 6 |
| HOUSTON | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 48 | 27 | 18 | 7 | 0 | 0 | 22 | 80 | 14 | 60 |
| | CONTINENTAL AIRLINES | S | 59 | 1 | 3 | 41 | 15 | 24 | 14 | 7 | 0 | 46 | 58 | 23 | 62 |
| TOTAL HOUSTON | | | 119 | 2 | 3 | 45 | 21 | 21 | 10 | 3 | 0 | 34 | 69 | 18 | 122 |
| MIAMI INTERNATIONAL | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 42 | 20 | 17 | 15 | 7 | 0 | 44 | 0 | 0 | 0 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 44 | 0 | 2 | 57 | 16 | 16 | 7 | 5 | 0 | 30 | 46 | 34 | 41 |
| TOTAL MIAMI INTERNATIONAL | | | 104 | 0 | 2 | 48 | 18 | 16 | 12 | 6 | 0 | 38 | 46 | 34 | 41 |
| MINNEAPOLIS-ST PAUL | NORTHWEST AIRLINES | S | 59 | 0 | 3 | 47 | 15 | 19 | 17 | 0 | 2 | 36 | 68 | 14 | 60 |
| TOTAL MINNEAPOLIS-ST PAUL | | | 59 | 0 | 3 | 47 | 15 | 19 | 17 | 0 | 2 | 36 | 68 | 14 | 60 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 56 | 0 | 4 | 52 | 21 | 11 | 11 | 4 | 2 | 45 | 83 | 20 | 58 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-----------------------------|-----------------------------|-------------------|-------------------|------------|---------------------|----------------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| TOTAL NEW YORK (JF KENNEDY) | | | 56 | 0 | 4 | 52 | 21 | 11 | 11 | 4 | 2 | 45 | 83 | 20 | 58 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 59 | 1 | 3 | 49 | 15 | 17 | 14 | 5 | 0 | 38 | 61 | 28 | 62 |
| | MONARCH AIRLINES | C | 18 | 0 | 0 | 22 | 28 | 28 | 11 | 6 | 6 | 68 | 0 | 0 | 0 |
| TOTAL NEW YORK (NEWARK) | | | 77 | 1 | 3 | 43 | 18 | 19 | 13 | 5 | 1 | 45 | 59 | 30 | 64 |
| ORLANDO | AMERICAN TRANS AIR | C | 9 | 1 | 0 | 33 | 0 | 11 | 11 | 22 | 22 | 187 | 33 | 66 | 3 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 10 | 40 | 40 | 10 | 0 | 0 | 32 | 10 | 288 | 10 |
| | BRITISH AIRWAYS PLC | S | 36 | 1 | 1 | 42 | 19 | 14 | 22 | 3 | 0 | 45 | 77 | 11 | 35 |
| | LEISURE INTL AIRWAYS LTD | C | 19 | 0 | 0 | 32 | 11 | 21 | 37 | 0 | 0 | 62 | 32 | 86 | 19 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 45 | 44 | 58 | 9 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 2 | 53 | 3 | 18 | 13 | 10 | 2 | 49 | 82 | 11 | 60 |
| TOTAL ORLANDO | | | 144 | 2 | 3 | 43 | 11 | 19 | 19 | 6 | 2 | 57 | 65 | 46 | 137 |
| PITTSBURGH | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 53 | 10 | 20 | 17 | 0 | 0 | 28 | 83 | 4 | 60 |
| TOTAL PITTSBURGH | | | 60 | 0 | 0 | 53 | 10 | 20 | 17 | 0 | 0 | 28 | 83 | 4 | 60 |
| RALEIGH | AMERICAN AIRLINES | S | 60 | 0 | 0 | 57 | 12 | 25 | 7 | 0 | 0 | 20 | 90 | 2 | 60 |
| TOTAL RALEIGH | | | 60 | 0 | 0 | 57 | 12 | 25 | 7 | 0 | 0 | 20 | 90 | 2 | 60 |
| ST LOUIS (LAMBERT) | TRANS WORLD AIRLINES | S | 62 | 0 | 0 | 44 | 13 | 15 | 19 | 10 | 0 | 53 | 60 | 26 | 62 |
| TOTAL ST LOUIS (LAMBERT) | | | 62 | 0 | 0 | 44 | 13 | 15 | 19 | 10 | 0 | 53 | 60 | 26 | 62 |
| TAMPA | BRITISH AIRWAYS PLC | S | 19 | 0 | 0 | 21 | 37 | 26 | 16 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL TAMPA | | | 19 | 0 | 0 | 21 | 37 | 26 | 16 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL USA | | | 1410 | 7 | 31 | 46 | 17 | 20 | 14 | 3 | 1 | 37 | 73 | 17 | 1367 |
| VENEZUELA | | | | | | | | | | | | | | | |
| PORLAMAR | LEISURE INTL AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL PORLAMAR | | | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL VENEZUELA | | | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| ZAMBIA | | | | | | | | | | | | | | | |
| LUSAKA | MONARCH AIRLINES | C | 5 | 0 | 1 | 40 | 20 | 0 | 40 | 0 | 0 | 59 | 0 | 0 | 0 |
| TOTAL LUSAKA | | | 5 | 0 | 1 | 40 | 20 | 0 | 40 | 0 | 0 | 59 | 0 | 0 | 0 |
| TOTAL ZAMBIA | | | 5 | 0 | 1 | 40 | 20 | 0 | 40 | 0 | 0 | 59 | 0 | 0 | 0 |
| ZIMBABWE | | | | | | | | | | | | | | | |
| HARARE | AIR ZIMBABWE | S | 34 | 1 | 0 | 62 | 26 | 6 | 6 | 0 | 0 | 15 | 72 | 13 | 36 |
| TOTAL HARARE | | | 34 | 1 | 0 | 62 | 26 | 6 | 6 | 0 | 0 | 15 | 72 | 13 | 36 |
| TOTAL ZIMBABWE | | | 34 | 1 | 0 | 62 | 26 | 6 | 6 | 0 | 0 | 15 | 72 | 13 | 36 |
| TOTAL GATWICK | | | 13907 | 91 | 714 | 56 | 16 | 14 | 11 | 2 | 0 | 29 | 71 | 18 | 12458 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| AUSTRIA | | | | | | | | | | | | | | | |
| SALZBURG | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 86 | 0 | 0 | 0 |
| TOTAL SALZBURG | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 86 | 67 | 61 | 3 |
| TOTAL AUSTRIA | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 86 | 67 | 61 | 3 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | SABENA | S | 89 | 0 | 22 | 70 | 21 | 1 | 6 | 2 | 0 | 14 | 90 | 4 | 92 |
| TOTAL BRUSSELS | | | 89 | 0 | 22 | 70 | 21 | 1 | 6 | 2 | 0 | 14 | 90 | 4 | 92 |
| TOTAL BELGIUM | | | 89 | 0 | 22 | 70 | 21 | 1 | 6 | 2 | 0 | 14 | 90 | 4 | 92 |
| CANADA | | | | | | | | | | | | | | | |
| TORONTO | AIR CANADA | S | 46 | 0 | 0 | 17 | 7 | 26 | 46 | 4 | 0 | 69 | 63 | 20 | 24 |
| | AIR CLUB INTERNATIONAL | C | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 71 | 0 | 0 | 0 |
| | AIR TRANSAT | C | 8 | 0 | 0 | 38 | 0 | 25 | 38 | 0 | 0 | 44 | 50 | 52 | 4 |
| TOTAL TORONTO | | | 58 | 0 | 0 | 19 | 5 | 24 | 48 | 3 | 0 | 66 | 57 | 26 | 30 |
| TOTAL CANADA | | | 58 | 0 | 0 | 19 | 5 | 24 | 48 | 3 | 0 | 66 | 57 | 26 | 30 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 14 | 14 | 14 | 29 | 29 | 0 | 118 | 0 | 0 | 0 |
| TOTAL LARNACA | | | 7 | 0 | 1 | 14 | 14 | 14 | 29 | 29 | 0 | 118 | 0 | 32 | 1 |
| PAPHOS | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -19 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 38 | 25 | 13 | 0 | 25 | 0 | 90 | 50 | 14 | 8 |
| TOTAL PAPHOS | | | 10 | 0 | 0 | 50 | 20 | 10 | 0 | 20 | 0 | 68 | 40 | 18 | 10 |
| TOTAL CYPRUS | | | 17 | 0 | 1 | 35 | 18 | 12 | 12 | 24 | 0 | 89 | 36 | 19 | 11 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BMI BRITISH MIDLAND | S | 87 | 0 | 1 | 67 | 10 | 15 | 7 | 1 | 0 | 19 | 90 | 6 | 94 |
| TOTAL COPENHAGEN | | | 87 | 1 | 1 | 67 | 10 | 15 | 7 | 1 | 0 | 19 | 90 | 6 | 94 |
| TOTAL DENMARK | | | 87 | 1 | 1 | 67 | 10 | 15 | 7 | 1 | 0 | 19 | 90 | 6 | 94 |
| FINLAND | | | | | | | | | | | | | | | |
| ROVANIEMI | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 63 | 100 | 15 | 2 |
| TOTAL ROVANIEMI | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 63 | 100 | 15 | 2 |
| TOTAL FINLAND | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 63 | 100 | 15 | 2 |
| FRANCE | | | | | | | | | | | | | | | |
| CHAMBERY | BRITISH WORLD AIRLINES LTD | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 22 | 100 | 7 | 3 |
| TOTAL CHAMBERY | | | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 22 | 100 | 7 | 3 |
| PARIS (CHARLES DE GAULLE) | BRITISH AIRWAYS PLC | S | 28 | 0 | 0 | 75 | 11 | 11 | 4 | 0 | 0 | 13 | 75 | 11 | 81 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 28 | 0 | 0 | 75 | 11 | 11 | 4 | 0 | 0 | 13 | 84 | 8 | 222 |
| TOULOUSE (BLAGNAC) | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL TOULOUSE (BLAGNAC) | | | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL FRANCE | | | 36 | 0 | 1 | 67 | 11 | 17 | 6 | 0 | 0 | 18 | 84 | 8 | 226 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--------------------------------|--------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GERMANY | | | | | | | | | | | | | | | |
| COLOGNE (BONN) | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL COLOGNE (BONN) | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| FRANKFURT MAIN | LUFTHANSA | S | 18 | 2 | 2 | 56 | 11 | 6 | 28 | 0 | 0 | 35 | 72 | 10 | 32 |
| TOTAL FRANKFURT MAIN | | | 18 | 2 | 2 | 56 | 11 | 6 | 28 | 0 | 0 | 35 | 70 | 11 | 70 |
| HANOVER | BRITISH AIRWAYS PLC | S | 59 | 0 | 1 | 73 | 7 | 14 | 7 | 0 | 0 | 16 | 80 | 11 | 59 |
| TOTAL HANOVER | | | 59 | 0 | 1 | 73 | 7 | 14 | 7 | 0 | 0 | 16 | 80 | 11 | 59 |
| MUNICH | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL MUNICH | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| MUNSTER-OSNABRUCK | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL MUNSTER-OSNABRUCK | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 85 | 2 | 3 | 68 | 8 | 13 | 11 | 0 | 0 | 20 | 76 | 10 | 176 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 18 | 0 | 34 | 61 | 17 | 22 | 0 | 0 | 0 | 16 | 83 | 7 | 18 |
| TOTAL KEFLAVIK | | | 18 | 0 | 34 | 61 | 17 | 22 | 0 | 0 | 0 | 16 | 83 | 7 | 18 |
| TOTAL ICELAND | | | 18 | 0 | 34 | 61 | 17 | 22 | 0 | 0 | 0 | 16 | 83 | 7 | 18 |
| INDIA | | | | | | | | | | | | | | | |
| GOA | CALEDONIAN AIRWAYS | C | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 0 | 11 | 100 | 0 | 0 | 0 |
| TOTAL GOA | | | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 0 | 11 | 100 | 0 | 0 | 0 |
| TOTAL INDIA | | | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 0 | 11 | 100 | 0 | 0 | 0 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DONEGAL | LOGANAIR | S | 23 | 0 | 3 | 65 | 9 | 13 | 13 | 0 | 0 | 21 | 72 | 11 | 29 |
| TOTAL DONEGAL | | | 23 | 0 | 3 | 65 | 9 | 13 | 13 | 0 | 0 | 21 | 72 | 11 | 29 |
| DUBLIN | AER LINGUS | S | 165 | 5 | 17 | 75 | 12 | 6 | 7 | 1 | 0 | 14 | 90 | 1 | 204 |
| TOTAL DUBLIN | | | 165 | 5 | 17 | 75 | 12 | 6 | 7 | 1 | 0 | 14 | 88 | 2 | 239 |
| TOTAL IRISH REPUBLIC | | | 188 | 5 | 20 | 74 | 11 | 7 | 7 | 1 | 0 | 15 | 86 | 3 | 268 |
| ITALY | | | | | | | | | | | | | | | |
| ROME (CIAMPINO) | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL ITALY | | | 3 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 100 | 13 | 1 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 9 | 75 | 10 | 16 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 0 | 13 | 0 | 25 | 0 | 75 | 38 | 24 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 64 | 0 | 0 | 0 |
| TOTAL MALTA | | | 18 | 0 | 0 | 67 | 0 | 11 | 11 | 11 | 0 | 44 | 63 | 14 | 27 |
| TOTAL MALTA | | | 18 | 0 | 0 | 67 | 0 | 11 | 11 | 11 | 0 | 44 | 63 | 14 | 27 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 164 | 0 | 2 | 67 | 12 | 14 | 7 | 1 | 0 | 15 | 60 | 16 | 153 |
| TOTAL AMSTERDAM | | | 164 | 0 | 2 | 67 | 12 | 14 | 7 | 1 | 0 | 15 | 58 | 19 | 187 |
| TOTAL NETHERLANDS | | | 164 | 0 | 2 | 67 | 12 | 14 | 7 | 1 | 0 | 15 | 58 | 19 | 187 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL FARO | | | 6 | 0 | 0 | 33 | 17 | 50 | 0 | 0 | 0 | 26 | 67 | 21 | 6 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 6 | 0 | 0 | 33 | 17 | 50 | 0 | 0 | 0 | 26 | 67 | 21 | 6 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | CALEDONIAN AIRWAYS | C | 6 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 6 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 25 | 88 | 1 | 8 |
| TOTAL PORTUGAL(MADEIRA) | | | 6 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 25 | 88 | 1 | 8 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BMI BRITISH MIDLAND | C | 4 | 0 | 0 | 25 | 0 | 0 | 50 | 25 | 0 | 134 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 44 | 17 | 6 | 22 | 11 | 0 | 58 | 90 | 11 | 10 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 125 | 0 | 0 | 0 |
| TOTAL ALICANTE | | | 36 | 0 | 1 | 47 | 8 | 3 | 33 | 8 | 0 | 67 | 93 | 9 | 14 |
| MALAGA | AIR EUROPA | C | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 36 | 63 | 18 | 8 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 78 | 6 | 6 | 0 | 11 | 0 | 30 | 67 | 4 | 6 |
| | VIVA | C | 2 | 0 | 2 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 24 | 2 | 2 | 75 | 8 | 4 | 4 | 8 | 0 | 30 | 56 | 14 | 18 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 69 | 19 | 13 | 0 | 0 | 0 | 12 | 67 | 13 | 9 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 17 | 50 | 29 | 4 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 26 | 0 | 0 | 73 | 12 | 12 | 4 | 0 | 0 | 13 | 71 | 14 | 17 |
| TOTAL SPAIN | | | 86 | 2 | 3 | 63 | 9 | 6 | 16 | 6 | 0 | 41 | 71 | 13 | 49 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR EUROPA | C | 8 | 0 | 0 | 13 | 38 | 13 | 38 | 0 | 0 | 58 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 78 | 0 | 0 | 0 | 11 | 11 | 89 | 0 | 26 | 6 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 13 | 13 | 25 | 50 | 0 | 0 | 76 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 21 | 90 | 2 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 41 | 0 | 0 | 41 | 20 | 12 | 22 | 2 | 2 | 54 | 63 | 8 | 30 |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 3 | 10 | 27 | 10 |
| TOTAL FUERTEVENTURA | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 3 | 10 | 27 | 10 |
| LAS PALMAS | AIR EUROPA | C | 10 | 0 | 0 | 40 | 10 | 10 | 40 | 0 | 0 | 47 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 8 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--|-------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| LAS PALMAS | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 75 | 9 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 30 | 10 | 0 | 40 | 0 | 20 | 218 | 0 | 0 | 0 |
| | OASIS INTERNATIONAL | C | 10 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 0 | 77 | 22 | 55 | 9 |
| TOTAL LAS PALMAS | | | 44 | 0 | 0 | 50 | 7 | 11 | 27 | 0 | 5 | 78 | 43 | 29 | 35 |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 15 | 100 | -12 | 2 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 28 | 17 | 44 | 11 | 0 | 0 | 32 | 26 | 38 | 19 |
| | CALEDONIAN AIRWAYS | C | 11 | 0 | 0 | 18 | 0 | 36 | 18 | 27 | 0 | 109 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 19 | 0 | 0 | 47 | 16 | 11 | 26 | 0 | 0 | 41 | 68 | 11 | 22 |
| | FUTURA AIRLINES | C | 12 | 0 | 0 | 33 | 8 | 8 | 50 | 0 | 0 | 59 | 80 | 10 | 15 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 2 | 2 | 31 | 25 | 19 | 13 | 13 | 0 | 60 | 36 | 23 | 14 |
| | OASIS INTERNATIONAL | C | 6 | 0 | 0 | 0 | 0 | 17 | 67 | 17 | 0 | 101 | 53 | 40 | 15 |
| | VIVA | C | 3 | 0 | 1 | 33 | 33 | 0 | 0 | 33 | 0 | 98 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 94 | 2 | 3 | 35 | 14 | 20 | 23 | 7 | 0 | 56 | 55 | 23 | 88 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 189 | 2 | 3 | 42 | 13 | 16 | 23 | 4 | 2 | 58 | 51 | 22 | 163 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 75 | 20 | 52 | 5 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 56 | 100 | 10 | 5 |
| TOTAL GENEVA | | | 7 | 0 | 1 | 43 | 0 | 0 | 57 | 0 | 0 | 67 | 60 | 31 | 10 |
| TOTAL SWITZERLAND | | | 7 | 0 | 1 | 43 | 0 | 0 | 57 | 0 | 0 | 67 | 60 | 31 | 10 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 0 | 37 | 25 | 29 | 8 |
| TOTAL MONASTIR | | | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 0 | 37 | 25 | 29 | 8 |
| TOTAL TUNISIA | | | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 0 | 37 | 25 | 29 | 8 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | LOGANAIR | S | 97 | 0 | 0 | 82 | 2 | 7 | 5 | 3 | 0 | 16 | 86 | 7 | 105 |
| TOTAL ABERDEEN | | | 97 | 0 | 0 | 82 | 2 | 7 | 5 | 3 | 0 | 16 | 86 | 7 | 105 |
| BARRA | LOGANAIR | S | 49 | 5 | 0 | 82 | 8 | 8 | 2 | 0 | 0 | 5 | 72 | 21 | 54 |
| TOTAL BARRA | | | 49 | 5 | 0 | 82 | 8 | 8 | 2 | 0 | 0 | 5 | 72 | 21 | 54 |
| BELFAST CITY | BRITISH REGIONAL AIRLINES LTD | S | 140 | 1 | 12 | 81 | 5 | 4 | 9 | 0 | 1 | 17 | 94 | 3 | 150 |
| TOTAL BELFAST CITY | | | 140 | 1 | 12 | 81 | 5 | 4 | 9 | 0 | 1 | 17 | 94 | 3 | 150 |
| BELFAST INTERNATIONAL | LOGANAIR | S | 283 | 11 | 0 | 64 | 7 | 10 | 14 | 4 | 0 | 30 | 88 | 6 | 236 |
| TOTAL BELFAST INTERNATIONAL | | | 283 | 11 | 0 | 64 | 7 | 10 | 14 | 4 | 0 | 30 | 88 | 6 | 236 |
| BENBECULA | BRITISH AIRWAYS PLC | S | 48 | 0 | 0 | 71 | 8 | 0 | 19 | 2 | 0 | 31 | 61 | 21 | 49 |
| TOTAL BENBECULA | | | 48 | 0 | 0 | 71 | 8 | 0 | 19 | 2 | 0 | 31 | 61 | 21 | 49 |
| BIRMINGHAM | BRITISH AIRWAYS PLC | S | 312 | 2 | 24 | 78 | 13 | 5 | 3 | 1 | 0 | 12 | 85 | 8 | 202 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL BIRMINGHAM | | | 314 | 2 | 24 | 77 | 13 | 6 | 3 | 1 | 0 | 12 | 84 | 8 | 204 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 178 | 6 | 10 | 66 | 6 | 5 | 15 | 4 | 4 | 96 | 83 | 15 | 179 |
| TOTAL BRISTOL | | | 178 | 6 | 10 | 66 | 6 | 5 | 15 | 4 | 4 | 96 | 83 | 15 | 179 |
| CAMPBELTOWN | LOGANAIR | S | 34 | 0 | 0 | 74 | 9 | 6 | 9 | 3 | 0 | 19 | 86 | 4 | 58 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL CAMPBELTOWN | | | 34 | 0 | 0 | 74 | 9 | 6 | 9 | 3 | 0 | 19 | 86 | 4 | 58 |
| CARDIFF WALES | BRITISH REGIONAL AIRLINES LTD | S | 99 | 0 | 5 | 75 | 11 | 6 | 6 | 2 | 0 | 20 | 80 | 16 | 111 |
| TOTAL CARDIFF WALES | | | 99 | 0 | 5 | 75 | 11 | 6 | 6 | 2 | 0 | 20 | 80 | 16 | 111 |
| CITY OF DERRY (EGLINTON) | LOGANAIR | S | 63 | 3 | 0 | 68 | 8 | 5 | 14 | 3 | 2 | 34 | 88 | 10 | 64 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 63 | 3 | 0 | 68 | 8 | 5 | 14 | 3 | 2 | 34 | 88 | 10 | 64 |
| EAST MIDLANDS | BMI BRITISH MIDLAND | S | 142 | 3 | 12 | 77 | 7 | 7 | 8 | 0 | 0 | 12 | 87 | 5 | 39 |
| TOTAL EAST MIDLANDS | | | 142 | 3 | 12 | 77 | 7 | 7 | 8 | 0 | 0 | 12 | 87 | 5 | 39 |
| GATWICK | AIR TRANSAT | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | KLM UK LTD | S | 272 | 0 | 18 | 59 | 17 | 13 | 11 | 1 | 0 | 22 | 80 | 9 | 258 |
| TOTAL GATWICK | | | 274 | 0 | 18 | 59 | 17 | 13 | 11 | 1 | 0 | 22 | 80 | 9 | 259 |
| HEATHROW | BMI BRITISH MIDLAND | S | 446 | 0 | 13 | 61 | 20 | 10 | 7 | 2 | 0 | 23 | 80 | 15 | 451 |
| | BRITISH AIRWAYS PLC | S | 564 | 13 | 0 | 62 | 18 | 12 | 6 | 1 | 0 | 22 | 74 | 16 | 551 |
| TOTAL HEATHROW | | | 1010 | 13 | 48 | 62 | 19 | 11 | 7 | 2 | 0 | 22 | 76 | 15 | 1004 |
| INVERNESS | LOGANAIR | S | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL INVERNESS | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 60 | 14 | 5 |
| ISLAY | LOGANAIR | S | 45 | 8 | 0 | 73 | 9 | 9 | 7 | 2 | 0 | 15 | 80 | 9 | 30 |
| TOTAL ISLAY | | | 45 | 8 | 0 | 73 | 9 | 9 | 7 | 2 | 0 | 15 | 80 | 9 | 30 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 47 | 2 | 3 | 85 | 4 | 4 | 4 | 2 | 0 | 9 | 81 | 11 | 48 |
| TOTAL ISLE OF MAN | | | 47 | 2 | 3 | 85 | 4 | 4 | 4 | 2 | 0 | 9 | 81 | 11 | 48 |
| JERSEY | BMI BRITISH MIDLAND | S | 10 | 0 | 0 | 40 | 30 | 20 | 0 | 10 | 0 | 43 | 88 | 4 | 16 |
| TOTAL JERSEY | | | 10 | 0 | 0 | 40 | 30 | 20 | 0 | 10 | 0 | 43 | 88 | 4 | 16 |
| KIRKWALL | LOGANAIR | S | 44 | 1 | 0 | 73 | 5 | 7 | 16 | 0 | 0 | 19 | 80 | 5 | 44 |
| TOTAL KIRKWALL | | | 44 | 1 | 0 | 73 | 5 | 7 | 16 | 0 | 0 | 19 | 80 | 5 | 44 |
| LEEDS BRADFORD | BMI BRITISH MIDLAND | S | 72 | 0 | 1 | 86 | 10 | 1 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL LEEDS BRADFORD | | | 72 | 0 | 1 | 86 | 10 | 1 | 3 | 0 | 0 | 7 | 89 | 10 | 65 |
| LUTON | GB AIRWAYS LTD | S | 173 | 1 | 3 | 80 | 12 | 3 | 5 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL LUTON | | | 173 | 1 | 3 | 80 | 12 | 3 | 5 | 0 | 0 | 11 | 100 | 0 | 1 |
| MANCHESTER | AIR CANADA | S | 46 | 0 | 0 | 15 | 13 | 26 | 43 | 2 | 0 | 65 | 83 | 9 | 24 |
| | BMI REGIONAL | S | 113 | 0 | 2 | 67 | 19 | 9 | 4 | 1 | 0 | 14 | 82 | 8 | 117 |
| | BRITISH AIRWAYS PLC | S | 167 | 1 | 19 | 83 | 6 | 7 | 2 | 1 | 0 | 11 | 85 | 7 | 148 |
| TOTAL MANCHESTER | | | 326 | 2 | 26 | 68 | 12 | 10 | 9 | 1 | 0 | 20 | 84 | 8 | 291 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 108 | 1 | 6 | 81 | 12 | 4 | 3 | 0 | 0 | 6 | 86 | 6 | 116 |
| TOTAL SOUTHAMPTON | | | 108 | 1 | 6 | 81 | 12 | 4 | 3 | 0 | 0 | 6 | 86 | 6 | 116 |
| STANSTED | KLM UK LTD | S | 165 | 1 | 13 | 69 | 10 | 8 | 10 | 2 | 1 | 22 | 84 | 5 | 142 |
| TOTAL STANSTED | | | 165 | 1 | 13 | 69 | 10 | 8 | 10 | 2 | 1 | 22 | 84 | 5 | 142 |
| STORNOWAY | BRITISH AIRWAYS PLC | S | 93 | 1 | 3 | 68 | 13 | 8 | 6 | 4 | 1 | 30 | 69 | 12 | 90 |
| TOTAL STORNOWAY | | | 93 | 1 | 3 | 68 | 13 | 8 | 6 | 4 | 1 | 30 | 69 | 12 | 90 |
| SUMBURGH | BMI REGIONAL | S | 37 | 0 | 1 | 38 | 32 | 8 | 16 | 5 | 0 | 38 | 0 | 0 | 0 |
| | LOGANAIR | S | 46 | 0 | 0 | 80 | 7 | 2 | 11 | 0 | 0 | 17 | 65 | 13 | 51 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|----------------------|----------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 SUMBURGH | | | 83 | 0 | 1 | 61 | 18 | 5 | 13 | 2 | 0 | 26 | 65 | 13 | 51 |
| TIREE | LOGANAIR | S | 41 | 1 | 0 | 68 | 7 | 15 | 7 | 0 | 2 | 26 | 55 | 23 | 42 |
| TOTAL TIREE | | | 41 | 1 | 0 | 68 | 7 | 15 | 7 | 0 | 2 | 26 | 55 | 23 | 42 |
| TOTAL UNITED KINGDOM | | | 3941 | 62 | 186 | 69 | 12 | 8 | 8 | 2 | 0 | 23 | 81 | 11 | 3498 |
| USA | | | | | | | | | | | | | | | |
| BOSTON | BRITISH AIRWAYS PLC | S | 36 | 0 | 6 | 56 | 14 | 6 | 17 | 8 | 0 | 38 | 0 | 0 | 0 |
| TOTAL BOSTON | | | 36 | 0 | 6 | 56 | 14 | 6 | 17 | 8 | 0 | 38 | 0 | 0 | 0 |
| ORLANDO | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 30 | 20 | 0 | 50 | 0 | 0 | 66 | 0 | 0 | 0 |
| TOTAL ORLANDO | | | 11 | 0 | 0 | 27 | 18 | 0 | 45 | 9 | 0 | 92 | 90 | -12 | 10 |
| TOTAL USA | | | 47 | 0 | 6 | 49 | 15 | 4 | 23 | 9 | 0 | 50 | 70 | 9 | 71 |
| TOTAL GLASGOW | | | 5070 | 78 | 283 | 67 | 12 | 9 | 9 | 2 | 0 | 25 | 79 | 11 | 4951 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) | |
| ALGERIA | | | | | | | | | | | | | | | | |
| ALGIERS | AIR ALGERIE | S | 25 | 0 | 5 | 16 | 12 | 20 | 48 | 4 | 0 | 63 | 44 | 112 | 16 | |
| TOTAL ALGIERS | | | 25 | 0 | 5 | 16 | 12 | 20 | 48 | 4 | 0 | 63 | 44 | 112 | 16 | |
| TOTAL ALGERIA | | | 25 | 1 | 5 | 16 | 12 | 20 | 48 | 4 | 0 | 63 | 44 | 112 | 16 | |
| ARGENTINA | | | | | | | | | | | | | | | | |
| BUENOS AIRES | AEROLINEAS ARGENTINAS | S | 16 | 0 | 2 | 25 | 38 | 31 | 6 | 0 | 0 | 25 | 75 | 8 | 8 | |
| | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | -1 | 78 | -3 | 27 | |
| TOTAL BUENOS AIRES | | | 42 | 0 | 2 | 64 | 17 | 17 | 2 | 0 | 0 | 9 | 77 | 0 | 35 | |
| TOTAL ARGENTINA | | | 42 | 0 | 2 | 64 | 17 | 17 | 2 | 0 | 0 | 9 | 77 | 0 | 35 | |
| AUSTRALIA | | | | | | | | | | | | | | | | |
| BRISBANE | BRITISH AIRWAYS PLC | S | 28 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 8 | 52 | 17 | 25 | |
| TOTAL BRISBANE | | | 28 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 8 | 52 | 17 | 25 | |
| MELBOURNE | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 56 | 32 | 6 | 6 | 0 | 0 | 13 | 63 | 25 | 46 | |
| | QANTAS | S | 62 | 0 | 0 | 34 | 44 | 15 | 8 | 0 | 0 | 24 | 69 | 27 | 62 | |
| TOTAL MELBOURNE | | | 96 | 0 | 0 | 42 | 40 | 11 | 7 | 0 | 0 | 20 | 67 | 26 | 108 | |
| PERTH (AUSTRALIA) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 58 | 21 | 11 | 10 | 0 | 0 | 21 | 0 | 0 | 0 | |
| TOTAL PERTH (AUSTRALIA) | | | 62 | 0 | 0 | 58 | 21 | 11 | 10 | 0 | 0 | 21 | 0 | 0 | 0 | |
| SYDNEY | QANTAS | S | 62 | 0 | 0 | 48 | 19 | 16 | 15 | 0 | 2 | 37 | 66 | 47 | 62 | |
| TOTAL SYDNEY | | | 62 | 0 | 0 | 48 | 19 | 16 | 15 | 0 | 2 | 37 | 64 | 45 | 70 | |
| TOTAL AUSTRALIA | | | 248 | 0 | 0 | 51 | 27 | 13 | 9 | 0 | 0 | 23 | 65 | 30 | 219 | |
| AUSTRIA | | | | | | | | | | | | | | | | |
| VIENNA | AUSTRIAN AIRLINES | S | 211 | 1 | 2 | 57 | 13 | 18 | 10 | 2 | 0 | 26 | 82 | 8 | 180 | |
| | BRITISH AIRWAYS PLC | S | 176 | 0 | 2 | 52 | 22 | 13 | 14 | 0 | 0 | 25 | 77 | 14 | 179 | |
| TOTAL VIENNA | | | 387 | 1 | 4 | 55 | 17 | 15 | 12 | 1 | 0 | 26 | 80 | 11 | 359 | |
| TOTAL AUSTRIA | | | 387 | 1 | 4 | 55 | 17 | 15 | 12 | 1 | 0 | 26 | 80 | 11 | 359 | |
| BAHRAIN | | | | | | | | | | | | | | | | |
| BAHRAIN | GULF AIR | S | 64 | 0 | 0 | 53 | 22 | 16 | 8 | 0 | 2 | 27 | 57 | 16 | 47 | |
| TOTAL BAHRAIN | | | 64 | 0 | 0 | 53 | 22 | 16 | 8 | 0 | 2 | 27 | 65 | 14 | 65 | |
| TOTAL BAHRAIN | | | 64 | 0 | 0 | 53 | 22 | 16 | 8 | 0 | 2 | 27 | 65 | 14 | 65 | |
| BANGLADESH | | | | | | | | | | | | | | | | |
| DACCA | BIMAN BANGLADESH AIRLINES | S | 42 | 4 | 4 | 26 | 19 | 14 | 31 | 10 | 0 | 65 | 26 | 137 | 38 | |
| | BRITISH AIRWAYS PLC | S | 33 | 0 | 2 | 64 | 21 | 12 | 3 | 0 | 0 | 10 | 74 | 7 | 35 | |
| TOTAL DACCA | | | 75 | 4 | 6 | 43 | 20 | 13 | 19 | 5 | 0 | 41 | 49 | 75 | 73 | |
| TOTAL BANGLADESH | | | 75 | 4 | 6 | 43 | 20 | 13 | 19 | 5 | 0 | 41 | 49 | 75 | 73 | |
| BARBADOS | | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITISH AIRWAYS PLC | S | 21 | 0 | 0 | 71 | 5 | 14 | 10 | 0 | 0 | 13 | 67 | 41 | 18 | |
| TOTAL BRIDGETOWN | | | 21 | 0 | 0 | 71 | 5 | 14 | 10 | 0 | 0 | 13 | 67 | 41 | 18 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-------------------------------|---------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 BARBADOS | | | 21 | 0 | 0 | 71 | 5 | 14 | 10 | 0 | 0 | 13 | 67 | 41 | 18 |
| BELGIUM | | | | | | | | | | | | | | | |
| ANTWERP | SABENA | S | 80 | 0 | 4 | 74 | 14 | 8 | 5 | 0 | 0 | 14 | 69 | 19 | 84 |
| TOTAL ANTWERP | | | 80 | 0 | 4 | 74 | 14 | 8 | 5 | 0 | 0 | 14 | 69 | 19 | 84 |
| BRUSSELS | | | | | | | | | | | | | | | |
| | BMI BRITISH MIDLAND | S | 289 | 0 | 8 | 52 | 18 | 16 | 13 | 1 | 0 | 28 | 78 | 9 | 369 |
| | BRITISH AIRWAYS PLC | S | 320 | 2 | 18 | 54 | 21 | 14 | 9 | 2 | 0 | 26 | 77 | 15 | 350 |
| | SABENA | S | 396 | 0 | 40 | 61 | 17 | 11 | 9 | 1 | 0 | 21 | 80 | 7 | 446 |
| | UNITED AIRLINES | S | 8 | 0 | 1 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 79 | 8 | 52 |
| TOTAL BRUSSELS | | | 1014 | 3 | 107 | 56 | 19 | 14 | 10 | 1 | 0 | 25 | 78 | 10 | 1217 |
| TOTAL BELGIUM | | | 1095 | 4 | 111 | 58 | 18 | 13 | 10 | 1 | 0 | 24 | 78 | 11 | 1301 |
| BOTSWANA | | | | | | | | | | | | | | | |
| GABORONE | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 8 | 82 | 11 | 17 |
| TOTAL GABORONE | | | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 8 | 82 | 11 | 17 |
| TOTAL BOTSWANA | | | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 8 | 82 | 11 | 17 |
| BRAZIL | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | VARIG | S | 18 | 1 | 0 | 33 | 22 | 28 | 11 | 6 | 0 | 40 | 12 | 78 | 17 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | 18 | 1 | 0 | 33 | 22 | 28 | 11 | 6 | 0 | 40 | 12 | 78 | 17 |
| SAO PAULO (GUARULHOS) | BRITISH AIRWAYS PLC | S | 16 | 0 | 1 | 56 | 31 | 13 | 0 | 0 | 0 | 10 | 70 | 10 | 10 |
| | VARIG | S | 9 | 0 | 0 | 44 | 22 | 11 | 22 | 0 | 0 | 35 | 25 | 67 | 8 |
| TOTAL SAO PAULO (GUARULHOS) | | | 25 | 0 | 1 | 52 | 28 | 12 | 8 | 0 | 0 | 19 | 50 | 35 | 18 |
| TOTAL BRAZIL | | | 43 | 1 | 1 | 44 | 26 | 19 | 9 | 2 | 0 | 28 | 31 | 56 | 35 |
| BRUNEI | | | | | | | | | | | | | | | |
| BANDAR SERI BEGAWAN | ROYAL BRUNEI AIRLINES | S | 36 | 0 | 0 | 44 | 22 | 14 | 17 | 3 | 0 | 34 | 53 | 20 | 36 |
| TOTAL BANDAR SERI BEGAWAN | | | 36 | 0 | 0 | 44 | 22 | 14 | 17 | 3 | 0 | 34 | 53 | 20 | 36 |
| TOTAL BRUNEI | | | 36 | 0 | 0 | 44 | 22 | 14 | 17 | 3 | 0 | 34 | 53 | 20 | 36 |
| BULGARIA | | | | | | | | | | | | | | | |
| SOFIA | BALKAN BULGARIAN AIRLINES | S | 43 | 1 | 3 | 35 | 21 | 14 | 12 | 14 | 5 | 80 | 32 | 73 | 38 |
| TOTAL SOFIA | | | 43 | 1 | 3 | 35 | 21 | 14 | 12 | 14 | 5 | 80 | 32 | 73 | 38 |
| TOTAL BULGARIA | | | 43 | 1 | 3 | 35 | 21 | 14 | 12 | 14 | 5 | 80 | 32 | 73 | 38 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | AIR CANADA | S | 25 | 0 | 0 | 36 | 24 | 20 | 16 | 4 | 0 | 34 | 86 | -5 | 22 |
| TOTAL CALGARY | | | 25 | 0 | 0 | 36 | 24 | 20 | 16 | 4 | 0 | 34 | 86 | -5 | 22 |
| EDMONTON | AIR CANADA | S | 13 | 5 | 0 | 38 | 8 | 38 | 15 | 0 | 0 | 32 | 89 | -7 | 18 |
| TOTAL EDMONTON | | | 13 | 5 | 0 | 38 | 8 | 38 | 15 | 0 | 0 | 32 | 89 | -7 | 18 |
| HALIFAX INT | AIR CANADA | S | 41 | 2 | 3 | 39 | 17 | 17 | 24 | 2 | 0 | 44 | 49 | 39 | 39 |
| TOTAL HALIFAX INT | | | 41 | 2 | 3 | 39 | 17 | 17 | 24 | 2 | 0 | 44 | 49 | 39 | 39 |
| OTTAWA INTERNATIONAL | AIR CANADA | S | 62 | 0 | 0 | 35 | 27 | 10 | 27 | 0 | 0 | 41 | 58 | 27 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-----------------------------------|-------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 OTTAWA INTERNATIONAL | | | 62 | 0 | 0 | 35 | 27 | 10 | 27 | 0 | 0 | 41 | 58 | 27 | 62 |
| TORONTO | AIR CANADA | S | 107 | 1 | 1 | 29 | 21 | 21 | 25 | 3 | 2 | 61 | 42 | 29 | 108 |
| | AIR INDIA | S | 21 | 4 | 3 | 5 | 0 | 38 | 52 | 5 | 0 | 78 | 23 | 41 | 26 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 42 | 11 | 26 | 16 | 5 | 0 | 44 | 69 | 10 | 61 |
| | CANADIAN AIRLINES INT/L | S | 61 | 0 | 1 | 28 | 20 | 25 | 21 | 3 | 3 | 55 | 79 | 12 | 62 |
| TOTAL TORONTO | | | 251 | 5 | 5 | 30 | 16 | 24 | 24 | 4 | 2 | 57 | 55 | 22 | 257 |
| VANCOUVER | AIR CANADA | S | 60 | 0 | 0 | 22 | 22 | 22 | 27 | 5 | 3 | 67 | 26 | 47 | 62 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 78 | 7 | 3 | 12 | 0 | 0 | 11 | 75 | 11 | 59 |
| | CANADIAN AIRLINES INT/L | S | 61 | 0 | 1 | 36 | 30 | 18 | 13 | 3 | 0 | 37 | 58 | 22 | 62 |
| TOTAL VANCOUVER | | | 181 | 0 | 1 | 45 | 19 | 14 | 17 | 3 | 1 | 38 | 52 | 27 | 183 |
| TOTAL CANADA | | | 573 | 12 | 9 | 36 | 19 | 19 | 22 | 3 | 1 | 47 | 56 | 23 | 581 |
| CHILE | | | | | | | | | | | | | | | |
| SANTIAGO DE CHILE | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 53 | 6 | 18 | 24 | 0 | 0 | 28 | 82 | 9 | 17 |
| TOTAL SANTIAGO DE CHILE | | | 17 | 0 | 0 | 53 | 6 | 18 | 24 | 0 | 0 | 28 | 82 | 9 | 17 |
| TOTAL CHILE | | | 17 | 0 | 0 | 53 | 6 | 18 | 24 | 0 | 0 | 28 | 82 | 9 | 17 |
| CHINA | | | | | | | | | | | | | | | |
| BEIJING | AIR CHINA | S | 17 | 1 | 0 | 47 | 29 | 6 | 12 | 0 | 6 | 104 | 71 | 16 | 17 |
| | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | -2 | 87 | 0 | 15 |
| TOTAL BEIJING | | | 33 | 1 | 0 | 67 | 18 | 6 | 6 | 0 | 3 | 53 | 78 | 8 | 32 |
| TOTAL CHINA | | | 33 | 1 | 0 | 67 | 18 | 6 | 6 | 0 | 3 | 53 | 78 | 8 | 32 |
| COLOMBIA | | | | | | | | | | | | | | | |
| BOGOTA | BRITISH AIRWAYS PLC | S | 19 | 0 | 0 | 53 | 21 | 11 | 16 | 0 | 0 | 27 | 72 | 0 | 18 |
| TOTAL BOGOTA | | | 19 | 0 | 0 | 53 | 21 | 11 | 16 | 0 | 0 | 27 | 72 | 0 | 18 |
| TOTAL COLOMBIA | | | 19 | 0 | 0 | 53 | 21 | 11 | 16 | 0 | 0 | 27 | 72 | 0 | 18 |
| CROATIA | | | | | | | | | | | | | | | |
| ZAGREB | CROATIA AIRLINES | S | 60 | 0 | 2 | 40 | 27 | 25 | 7 | 2 | 0 | 31 | 60 | 27 | 52 |
| TOTAL ZAGREB | | | 60 | 0 | 2 | 40 | 27 | 25 | 7 | 2 | 0 | 31 | 60 | 27 | 52 |
| TOTAL CROATIA | | | 60 | 0 | 2 | 40 | 27 | 25 | 7 | 2 | 0 | 31 | 60 | 27 | 52 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 52 | 19 | 18 | 11 | 0 | 0 | 21 | 74 | 14 | 61 |
| | CYPRUS AIRWAYS | S | 76 | 2 | 2 | 43 | 21 | 26 | 9 | 0 | 0 | 26 | 54 | 21 | 81 |
| TOTAL LARNACA | | | 138 | 2 | 2 | 47 | 20 | 22 | 10 | 0 | 0 | 24 | 63 | 18 | 142 |
| PAPHOS | CYPRUS AIRWAYS | S | 8 | 0 | 0 | 0 | 13 | 63 | 25 | 0 | 0 | 47 | 31 | 33 | 16 |
| TOTAL PAPHOS | | | 8 | 0 | 0 | 0 | 13 | 63 | 25 | 0 | 0 | 47 | 31 | 33 | 16 |
| TOTAL CYPRUS | | | 146 | 2 | 2 | 45 | 20 | 25 | 11 | 0 | 0 | 25 | 59 | 20 | 158 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | BMI BRITISH MIDLAND | S | 60 | 0 | 0 | 65 | 12 | 15 | 7 | 2 | 0 | 17 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 110 | 0 | 6 | 74 | 15 | 5 | 7 | 0 | 0 | 14 | 77 | 12 | 103 |
| | CSA | S | 117 | 0 | 2 | 62 | 15 | 13 | 9 | 1 | 0 | 20 | 73 | 21 | 107 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|------------------------------------|--------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL PRAGUE | | | 287 | 0 | 8 | 67 | 14 | 10 | 8 | 1 | 0 | 17 | 75 | 17 | 210 |
| TOTAL CZECH REPUBLIC | | | 287 | 0 | 8 | 67 | 14 | 10 | 8 | 1 | 0 | 17 | 75 | 17 | 210 |
| DENMARK | | | | | | | | | | | | | | | |
| AARHUS (TIRSTRUP) | SAS | S | 54 | 0 | 0 | 67 | 13 | 13 | 4 | 4 | 0 | 23 | 71 | 17 | 52 |
| TOTAL AARHUS (TIRSTRUP) | | | 54 | 0 | 0 | 67 | 13 | 13 | 4 | 4 | 0 | 23 | 71 | 17 | 52 |
| COPENHAGEN | BRITISH AIRWAYS PLC | S | 212 | 0 | 6 | 61 | 18 | 14 | 6 | 1 | 0 | 22 | 82 | 10 | 199 |
| | SAS | S | 268 | 3 | 1 | 54 | 19 | 16 | 10 | 1 | 0 | 26 | 73 | 12 | 307 |
| | VARIG | S | 26 | 2 | 0 | 38 | 19 | 23 | 15 | 4 | 0 | 38 | 20 | 73 | 25 |
| TOTAL COPENHAGEN | | | 506 | 5 | 7 | 56 | 19 | 16 | 8 | 1 | 0 | 25 | 74 | 14 | 531 |
| TOTAL DENMARK | | | 560 | 5 | 7 | 57 | 18 | 15 | 8 | 1 | 0 | 25 | 74 | 15 | 583 |
| EGYPT | | | | | | | | | | | | | | | |
| CAIRO | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 69 | 18 | 5 | 6 | 2 | 0 | 16 | 90 | 3 | 62 |
| | EGYPT AIR | S | 68 | 0 | 1 | 18 | 15 | 31 | 29 | 7 | 0 | 68 | 21 | 32 | 61 |
| TOTAL CAIRO | | | 130 | 0 | 2 | 42 | 16 | 18 | 18 | 5 | 0 | 43 | 56 | 18 | 126 |
| LUXOR | EGYPT AIR | S | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 9 | 50 | 52 | 8 |
| TOTAL LUXOR | | | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 9 | 56 | 45 | 9 |
| TOTAL EGYPT | | | 138 | 0 | 2 | 44 | 16 | 17 | 18 | 4 | 0 | 41 | 56 | 20 | 135 |
| ETHIOPIA | | | | | | | | | | | | | | | |
| ADDIS ABABA | ETHIOPIAN AIRLINES | S | 44 | 0 | 2 | 27 | 14 | 18 | 41 | 0 | 0 | 56 | 21 | 104 | 34 |
| TOTAL ADDIS ABABA | | | 44 | 0 | 2 | 27 | 14 | 18 | 41 | 0 | 0 | 56 | 21 | 104 | 34 |
| TOTAL ETHIOPIA | | | 44 | 0 | 2 | 27 | 14 | 18 | 41 | 0 | 0 | 56 | 21 | 104 | 34 |
| FED REP YUGO SERBIA M'ENEGRO | | | | | | | | | | | | | | | |
| BELGRADE | JATAIRWAYS | S | 43 | 1 | 6 | 49 | 26 | 7 | 14 | 2 | 2 | 68 | 0 | 0 | 0 |
| TOTAL BELGRADE | | | 43 | 1 | 6 | 49 | 26 | 7 | 14 | 2 | 2 | 68 | 0 | 0 | 0 |
| TOTAL FED REP YUGO SERBIA M'ENEGRO | | | 43 | 1 | 6 | 49 | 26 | 7 | 14 | 2 | 2 | 68 | 0 | 0 | 0 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | BRITISH AIRWAYS PLC | S | 97 | 0 | 2 | 53 | 26 | 15 | 6 | 0 | 0 | 20 | 68 | 15 | 99 |
| | FINNAIR | S | 174 | 0 | 0 | 53 | 29 | 14 | 4 | 0 | 0 | 17 | 56 | 25 | 165 |
| | FINNAIR | C | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 51 | 33 | 46 | 3 |
| TOTAL HELSINKI | | | 274 | 0 | 2 | 53 | 27 | 15 | 5 | 0 | 0 | 18 | 60 | 21 | 267 |
| ROVANIEMI | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 26 | 75 | 15 | 4 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 24 | 25 | 30 | 4 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL ROVANIEMI | | | 7 | 0 | 0 | 14 | 29 | 57 | 0 | 0 | 0 | 29 | 42 | 24 | 12 |
| TOTAL FINLAND | | | 281 | 0 | 2 | 52 | 27 | 16 | 5 | 0 | 0 | 19 | 59 | 21 | 279 |
| FRANCE | | | | | | | | | | | | | | | |
| LYON | AIR FRANCE | S | 138 | 0 | 8 | 50 | 25 | 14 | 9 | 1 | 1 | 29 | 83 | 13 | 114 |
| | BRITISH AIRWAYS PLC | S | 151 | 0 | 0 | 62 | 11 | 11 | 13 | 2 | 0 | 27 | 81 | 11 | 155 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--|-------------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 LYON | | | 289 | 0 | 22 | 56 | 18 | 13 | 11 | 2 | 0 | 28 | 82 | 12 | 271 |
| NICE | AIR FRANCE | S | 57 | 0 | 3 | 47 | 19 | 14 | 19 | 0 | 0 | 29 | 86 | 4 | 59 |
| | BMI BRITISH MIDLAND | S | 100 | 0 | 0 | 47 | 23 | 13 | 14 | 3 | 0 | 35 | 92 | 1 | 101 |
| | BRITISH AIRWAYS PLC | S | 164 | 0 | 13 | 61 | 15 | 12 | 10 | 2 | 0 | 25 | 80 | 13 | 172 |
| TOTAL NICE | | | 321 | 0 | 16 | 54 | 18 | 12 | 13 | 2 | 0 | 29 | 83 | 9 | 350 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 502 | 1 | 15 | 63 | 15 | 10 | 10 | 1 | 0 | 20 | 81 | 7 | 527 |
| | BMI BRITISH MIDLAND | S | 458 | 0 | 22 | 63 | 12 | 13 | 11 | 1 | 0 | 22 | 83 | 14 | 521 |
| | BRITISH AIRWAYS PLC | S | 406 | 1 | 24 | 66 | 15 | 9 | 7 | 2 | 0 | 23 | 86 | 8 | 457 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 1366 | 2 | 87 | 64 | 14 | 11 | 10 | 2 | 0 | 22 | 83 | 9 | 1506 |
| PARIS (ORLY) | AIR FRANCE | S | 199 | 0 | 7 | 61 | 15 | 14 | 8 | 3 | 0 | 27 | 88 | 5 | 233 |
| | AIR LIBERTE/ TAT EUROPEAN ALN | S | 178 | 0 | 4 | 66 | 10 | 8 | 13 | 2 | 1 | 26 | 89 | 4 | 171 |
| | BMI BRITISH MIDLAND | S | 151 | 0 | 5 | 63 | 17 | 8 | 11 | 1 | 0 | 23 | 84 | 10 | 225 |
| | BRITISH AIRWAYS PLC | S | 83 | 0 | 11 | 60 | 16 | 13 | 8 | 2 | 0 | 22 | 92 | 2 | 104 |
| TOTAL PARIS (ORLY) | | | 611 | 0 | 27 | 63 | 14 | 11 | 10 | 2 | 0 | 25 | 88 | 6 | 733 |
| STRASBOURG | AIR FRANCE | S | 52 | 0 | 0 | 44 | 31 | 12 | 13 | 0 | 0 | 29 | 76 | 12 | 46 |
| TOTAL STRASBOURG | | | 52 | 0 | 4 | 44 | 31 | 12 | 13 | 0 | 0 | 29 | 77 | 10 | 48 |
| TOULOUSE (BLAGNAC) | AIR FRANCE | S | 112 | 0 | 4 | 71 | 16 | 7 | 3 | 3 | 0 | 15 | 83 | 1 | 59 |
| TOTAL TOULOUSE (BLAGNAC) | | | 112 | 0 | 4 | 71 | 16 | 7 | 3 | 3 | 0 | 15 | 83 | 1 | 59 |
| TOTAL FRANCE | | | 2751 | 3 | 160 | 62 | 15 | 11 | 10 | 2 | 0 | 24 | 84 | 8 | 3084 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | BRITISH AIRWAYS PLC | S | 209 | 1 | 10 | 69 | 14 | 9 | 4 | 3 | 0 | 19 | 77 | 15 | 222 |
| | LUFTHANSA | S | 112 | 0 | 4 | 90 | 6 | 2 | 2 | 0 | 0 | 3 | 78 | 8 | 118 |
| TOTAL BERLIN (TEGEL) | | | 321 | 1 | 14 | 76 | 12 | 7 | 3 | 2 | 0 | 13 | 78 | 12 | 340 |
| BREMEN | LUFTHANSA | S | 54 | 0 | 0 | 67 | 15 | 7 | 11 | 0 | 0 | 17 | 60 | 21 | 58 |
| TOTAL BREMEN | | | 54 | 0 | 0 | 67 | 15 | 7 | 11 | 0 | 0 | 17 | 76 | 11 | 106 |
| COLOGNE (BONN) | BRITISH AIRWAYS PLC | S | 106 | 0 | 0 | 56 | 24 | 12 | 6 | 3 | 0 | 24 | 80 | 10 | 107 |
| | LUFTHANSA | S | 73 | 0 | 0 | 79 | 12 | 4 | 4 | 0 | 0 | 8 | 83 | 7 | 110 |
| TOTAL COLOGNE (BONN) | | | 179 | 0 | 0 | 65 | 19 | 9 | 5 | 2 | 0 | 17 | 82 | 8 | 217 |
| DRESDEN | LUFTHANSA | S | 80 | 0 | 2 | 58 | 20 | 14 | 9 | 0 | 0 | 21 | 68 | 22 | 56 |
| TOTAL DRESDEN | | | 80 | 0 | 2 | 58 | 20 | 14 | 9 | 0 | 0 | 21 | 68 | 22 | 56 |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 217 | 0 | 6 | 61 | 18 | 11 | 9 | 1 | 0 | 22 | 77 | 13 | 218 |
| | LUFTHANSA | S | 188 | 0 | 0 | 77 | 15 | 5 | 3 | 0 | 0 | 9 | 80 | 8 | 183 |
| TOTAL DUSSELDORF | | | 405 | 0 | 6 | 68 | 16 | 8 | 6 | 0 | 0 | 16 | 78 | 11 | 401 |
| FRANKFURT MAIN | BMI BRITISH MIDLAND | S | 228 | 0 | 2 | 59 | 18 | 12 | 9 | 1 | 0 | 22 | 80 | 12 | 225 |
| | BRITISH AIRWAYS PLC | S | 270 | 0 | 10 | 59 | 18 | 13 | 9 | 1 | 0 | 22 | 74 | 15 | 216 |
| | LUFTHANSA | S | 303 | 0 | 0 | 57 | 23 | 16 | 4 | 0 | 0 | 17 | 70 | 12 | 298 |
| TOTAL FRANKFURT MAIN | | | 801 | 0 | 12 | 58 | 20 | 14 | 7 | 1 | 0 | 20 | 75 | 13 | 739 |
| HAMBURG | BRITISH AIRWAYS PLC | S | 172 | 0 | 5 | 62 | 17 | 11 | 7 | 2 | 1 | 21 | 69 | 17 | 174 |
| | LUFTHANSA | S | 225 | 1 | 0 | 77 | 12 | 7 | 4 | 0 | 0 | 10 | 85 | 6 | 226 |
| TOTAL HAMBURG | | | 397 | 1 | 5 | 71 | 14 | 9 | 5 | 1 | 0 | 15 | 78 | 11 | 400 |
| HANOVER | BRITISH AIRWAYS PLC | S | 63 | 0 | 4 | 79 | 11 | 5 | 5 | 0 | 0 | 10 | 84 | 9 | 57 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---------------------------------------|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| HANOVER | LUFTHANSA | S | 116 | 0 | 0 | 83 | 9 | 4 | 3 | 0 | 0 | 8 | 78 | 9 | 102 |
| TOTAL HANOVER | | | 179 | 0 | 4 | 82 | 10 | 4 | 4 | 0 | 0 | 9 | 81 | 9 | 159 |
| LEIPZIG | BRITISH AIRWAYS PLC | S | 59 | 0 | 1 | 78 | 10 | 5 | 7 | 0 | 0 | 8 | 80 | 9 | 60 |
| | LUFTHANSA | S | 69 | 0 | 0 | 65 | 17 | 12 | 6 | 0 | 0 | 15 | 68 | 14 | 47 |
| TOTAL LEIPZIG | | | 128 | 0 | 1 | 71 | 14 | 9 | 6 | 0 | 0 | 12 | 75 | 11 | 107 |
| MUNICH | BRITISH AIRWAYS PLC | S | 262 | 0 | 6 | 63 | 19 | 13 | 5 | 1 | 0 | 18 | 79 | 12 | 272 |
| | LUFTHANSA | S | 251 | 0 | 2 | 70 | 17 | 8 | 6 | 0 | 0 | 12 | 77 | 9 | 273 |
| TOTAL MUNICH | | | 513 | 0 | 8 | 66 | 18 | 10 | 5 | 0 | 0 | 15 | 78 | 11 | 545 |
| NUREMBERG | LUFTHANSA | S | 114 | 0 | 2 | 76 | 11 | 9 | 4 | 0 | 0 | 10 | 82 | 6 | 116 |
| TOTAL NUREMBERG | | | 114 | 0 | 2 | 76 | 11 | 9 | 4 | 0 | 0 | 10 | 82 | 6 | 116 |
| STUTTGART | BRITISH AIRWAYS PLC | S | 53 | 0 | 4 | 60 | 21 | 9 | 9 | 0 | 0 | 20 | 77 | 14 | 108 |
| | LUFTHANSA | S | 139 | 0 | 4 | 68 | 15 | 9 | 6 | 1 | 0 | 19 | 81 | 8 | 120 |
| TOTAL STUTTGART | | | 192 | 0 | 8 | 66 | 17 | 9 | 7 | 1 | 0 | 19 | 79 | 11 | 228 |
| TOTAL GERMANY | | | 3363 | 2 | 62 | 67 | 16 | 10 | 6 | 1 | 0 | 16 | 77 | 11 | 3414 |
| GHANA | | | | | | | | | | | | | | | |
| ACCRA | GHANA AIRWAYS | S | 26 | 0 | 0 | 19 | 8 | 8 | 23 | 27 | 15 | 233 | 12 | 153 | 34 |
| TOTAL ACCRA | | | 26 | 0 | 0 | 19 | 8 | 8 | 23 | 27 | 15 | 233 | 12 | 153 | 34 |
| TOTAL GHANA | | | 26 | 0 | 0 | 19 | 8 | 8 | 23 | 27 | 15 | 233 | 12 | 153 | 34 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | GB AIRWAYS LTD | S | 18 | 1 | 0 | 44 | 28 | 11 | 11 | 6 | 0 | 29 | 50 | 25 | 10 |
| TOTAL GIBRALTAR | | | 18 | 1 | 0 | 44 | 28 | 11 | 11 | 6 | 0 | 29 | 50 | 25 | 10 |
| TOTAL GIBRALTAR | | | 18 | 1 | 0 | 44 | 28 | 11 | 11 | 6 | 0 | 29 | 50 | 25 | 10 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | BRITISH AIRWAYS PLC | S | 118 | 0 | 0 | 53 | 19 | 19 | 9 | 0 | 0 | 20 | 74 | 23 | 117 |
| | OLYMPIC AIRWAYS | S | 131 | 0 | 4 | 49 | 27 | 15 | 8 | 2 | 0 | 23 | 52 | 19 | 131 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 57 | 3 | 2 | 70 | 18 | 9 | 4 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL ATHENS | | | 306 | 3 | 6 | 55 | 22 | 15 | 8 | 1 | 0 | 19 | 65 | 19 | 305 |
| SALONIKA | BRITISH AIRWAYS PLC | S | 58 | 0 | 0 | 55 | 10 | 9 | 24 | 2 | 0 | 36 | 68 | 29 | 56 |
| TOTAL SALONIKA | | | 58 | 0 | 0 | 55 | 10 | 9 | 24 | 2 | 0 | 36 | 68 | 29 | 56 |
| TOTAL GREECE | | | 364 | 3 | 6 | 55 | 20 | 14 | 10 | 1 | 0 | 22 | 65 | 20 | 361 |
| HONG KONG | | | | | | | | | | | | | | | |
| HONG KONG (CHEP LAP KOK) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 58 | 16 | 24 | 2 | 0 | 0 | 18 | 88 | 1 | 58 |
| | CATHAY PACIFIC AIRWAYS | S | 76 | 1 | 0 | 78 | 12 | 8 | 3 | 0 | 0 | 6 | 86 | -1 | 69 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 55 | 26 | 15 | 5 | 0 | 0 | 13 | 77 | 6 | 60 |
| TOTAL HONG KONG (CHEP LAP KOK) | | | 200 | 1 | 3 | 65 | 18 | 15 | 3 | 0 | 0 | 12 | 83 | 3 | 191 |
| TOTAL HONG KONG | | | 200 | 1 | 3 | 65 | 18 | 15 | 3 | 0 | 0 | 12 | 83 | 3 | 191 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | BRITISH AIRWAYS PLC | S | 113 | 0 | 4 | 54 | 24 | 17 | 5 | 0 | 0 | 18 | 66 | 18 | 90 |
| | MALEV (HUNGARIAN AIRLINES) | S | 119 | 0 | 2 | 53 | 17 | 19 | 10 | 1 | 0 | 25 | 40 | 27 | 80 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--------------------------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL BUDAPEST | | | 233 | 0 | 6 | 54 | 20 | 18 | 8 | 0 | 0 | 22 | 54 | 22 | 170 |
| TOTAL HUNGARY | | | 233 | 0 | 6 | 54 | 20 | 18 | 8 | 0 | 0 | 22 | 54 | 22 | 170 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 58 | 0 | 0 | 55 | 22 | 21 | 2 | 0 | 0 | 16 | 74 | 16 | 42 |
| TOTAL KEFLAVIK | | | 58 | 0 | 0 | 55 | 22 | 21 | 2 | 0 | 0 | 16 | 74 | 16 | 42 |
| TOTAL ICELAND | | | 58 | 0 | 0 | 55 | 22 | 21 | 2 | 0 | 0 | 16 | 74 | 16 | 42 |
| INDIA | | | | | | | | | | | | | | | |
| CALCUTTA | BRITISH AIRWAYS PLC | S | 16 | 1 | 1 | 44 | 19 | 19 | 13 | 0 | 6 | 57 | 89 | 2 | 18 |
| TOTAL CALCUTTA | | | 16 | 1 | 1 | 44 | 19 | 19 | 13 | 0 | 6 | 57 | 89 | 2 | 18 |
| DELHI | AIR CANADA | S | 36 | 0 | 0 | 50 | 3 | 19 | 22 | 6 | 0 | 40 | 43 | 38 | 35 |
| | BRITISH AIRWAYS PLC | S | 14 | 0 | 0 | 36 | 21 | 29 | 7 | 7 | 0 | 30 | 50 | 68 | 18 |
| | UNITED AIRLINES | S | 32 | 0 | 0 | 28 | 34 | 19 | 19 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL DELHI | | | 82 | 0 | 0 | 39 | 18 | 21 | 18 | 4 | 0 | 35 | 45 | 48 | 53 |
| MADRAS/CHENNAI | AIR INDIA | S | 18 | 0 | 0 | 44 | 22 | 11 | 6 | 11 | 6 | 77 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 73 | 12 | 12 | 4 | 0 | 0 | 4 | 64 | 6 | 28 |
| TOTAL MADRAS/CHENNAI | | | 44 | 0 | 0 | 61 | 16 | 11 | 5 | 5 | 2 | 34 | 64 | 6 | 28 |
| MUMBAI | AIR INDIA | S | 101 | 9 | 1 | 13 | 9 | 34 | 40 | 4 | 1 | 74 | 26 | 42 | 102 |
| | BRITISH AIRWAYS PLC | S | 43 | 0 | 1 | 79 | 12 | 0 | 9 | 0 | 0 | 6 | 83 | 9 | 29 |
| TOTAL MUMBAI | | | 144 | 9 | 2 | 33 | 10 | 24 | 31 | 3 | 1 | 54 | 39 | 34 | 131 |
| TOTAL INDIA | | | 286 | 10 | 3 | 40 | 14 | 21 | 22 | 3 | 1 | 46 | 47 | 32 | 230 |
| INDONESIA | | | | | | | | | | | | | | | |
| JAKARTA (SOEKARNO-HATTA INTNL) | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 47 | 31 | 11 | 8 | 3 | 0 | 24 | 48 | 25 | 25 |
| TOTAL JAKARTA (SOEKARNO-HATTA INTNL) | | | 36 | 0 | 0 | 47 | 31 | 11 | 8 | 3 | 0 | 24 | 48 | 25 | 25 |
| TOTAL INDONESIA | | | 36 | 0 | 0 | 47 | 31 | 11 | 8 | 3 | 0 | 24 | 48 | 25 | 25 |
| IRAN | | | | | | | | | | | | | | | |
| TEHRAN | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 2 | 94 | -1 | 18 |
| | IRAN AIR | S | 24 | 2 | 1 | 46 | 17 | 17 | 13 | 4 | 4 | 54 | 24 | 39 | 25 |
| TOTAL TEHRAN | | | 42 | 2 | 1 | 60 | 17 | 12 | 7 | 2 | 2 | 32 | 53 | 22 | 43 |
| TOTAL IRAN | | | 42 | 2 | 1 | 60 | 17 | 12 | 7 | 2 | 2 | 32 | 53 | 22 | 43 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 185 | 0 | 1 | 57 | 17 | 14 | 9 | 1 | 2 | 32 | 66 | 24 | 183 |
| TOTAL CORK | | | 185 | 0 | 1 | 57 | 17 | 14 | 9 | 1 | 2 | 32 | 66 | 24 | 183 |
| DUBLIN | AER LINGUS | S | 690 | 3 | 14 | 62 | 20 | 11 | 6 | 1 | 0 | 19 | 85 | 12 | 706 |
| | BMI BRITISH MIDLAND | S | 523 | 3 | 13 | 56 | 19 | 15 | 9 | 2 | 0 | 25 | 85 | 15 | 540 |
| TOTAL DUBLIN | | | 1213 | 6 | 27 | 59 | 20 | 13 | 7 | 1 | 0 | 21 | 85 | 13 | 1246 |
| SHANNON | AER LINGUS | S | 190 | 1 | 4 | 51 | 21 | 14 | 13 | 2 | 0 | 29 | 76 | 28 | 190 |
| TOTAL SHANNON | | | 190 | 1 | 4 | 51 | 21 | 14 | 13 | 2 | 0 | 29 | 76 | 28 | 190 |
| TOTAL IRISH REPUBLIC | | | 1588 | 7 | 32 | 58 | 19 | 13 | 8 | 1 | 0 | 23 | 82 | 16 | 1619 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 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) |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | EL AL | S | 16 | 0 | 0 | 81 | 6 | 13 | 0 | 0 | 0 | 0 | 83 | 4 | 18 |
| TOTAL OVDA | | | 16 | 0 | 0 | 81 | 6 | 13 | 0 | 0 | 0 | 0 | 83 | 4 | 18 |
| TEL AVIV | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 68 | 16 | 13 | 3 | 0 | 0 | 14 | 81 | 7 | 62 |
| | EL AL | S | 73 | 5 | 0 | 59 | 22 | 4 | 4 | 5 | 5 | 50 | 78 | 7 | 97 |
| TOTAL TEL AVIV | | | 135 | 5 | 0 | 63 | 19 | 8 | 4 | 3 | 3 | 33 | 79 | 7 | 159 |
| TOTAL ISRAEL | | | 151 | 5 | 0 | 65 | 18 | 9 | 3 | 3 | 3 | 30 | 80 | 7 | 177 |
| ITALY | | | | | | | | | | | | | | | |
| BOLOGNA | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 40 | 25 | 22 | 13 | 0 | 0 | 29 | 76 | 18 | 58 |
| TOTAL BOLOGNA | | | 60 | 0 | 0 | 40 | 25 | 22 | 13 | 0 | 0 | 29 | 75 | 18 | 59 |
| MILAN (LINATE) | ALITALIA | S | 341 | 2 | 11 | 52 | 18 | 17 | 10 | 3 | 0 | 28 | 67 | 20 | 338 |
| | BRITISH AIRWAYS PLC | S | 216 | 0 | 4 | 49 | 20 | 16 | 11 | 4 | 0 | 33 | 68 | 21 | 220 |
| TOTAL MILAN (LINATE) | | | 557 | 2 | 15 | 51 | 19 | 17 | 10 | 3 | 0 | 30 | 67 | 20 | 558 |
| PISA | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 57 | 17 | 18 | 8 | 0 | 0 | 20 | 55 | 14 | 60 |
| TOTAL PISA | | | 60 | 0 | 0 | 57 | 17 | 18 | 8 | 0 | 0 | 20 | 55 | 14 | 60 |
| ROME (FIUMICINO) | AIR FRANCE | S | 41 | 0 | 0 | 51 | 22 | 10 | 17 | 0 | 0 | 28 | 66 | 22 | 47 |
| | ALITALIA | S | 294 | 0 | 6 | 47 | 22 | 18 | 12 | 1 | 0 | 28 | 69 | 19 | 296 |
| | BRITISH AIRWAYS PLC | S | 236 | 1 | 1 | 55 | 19 | 13 | 12 | 1 | 0 | 26 | 76 | 14 | 234 |
| TOTAL ROME (FIUMICINO) | | | 571 | 4 | 8 | 50 | 21 | 15 | 12 | 1 | 0 | 27 | 72 | 17 | 577 |
| TURIN | ALITALIA | S | 59 | 0 | 2 | 69 | 17 | 7 | 5 | 2 | 0 | 11 | 76 | 14 | 54 |
| | BRITISH AIRWAYS PLC | S | 96 | 0 | 8 | 66 | 20 | 9 | 4 | 1 | 0 | 14 | 65 | 22 | 51 |
| TOTAL TURIN | | | 155 | 0 | 10 | 67 | 19 | 8 | 5 | 1 | 0 | 13 | 70 | 18 | 105 |
| VENICE | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 57 | 23 | 7 | 10 | 3 | 0 | 27 | 73 | 13 | 60 |
| TOTAL VENICE | | | 60 | 0 | 0 | 57 | 23 | 7 | 10 | 3 | 0 | 27 | 73 | 13 | 60 |
| TOTAL ITALY | | | 1464 | 6 | 33 | 52 | 20 | 15 | 11 | 2 | 0 | 27 | 69 | 18 | 1419 |
| JAPAN | | | | | | | | | | | | | | | |
| NAGOYA (AFB) | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 61 | 17 | 6 | 17 | 0 | 0 | 19 | 89 | -4 | 19 |
| TOTAL NAGOYA (AFB) | | | 18 | 0 | 0 | 61 | 17 | 6 | 17 | 0 | 0 | 19 | 89 | -4 | 19 |
| OSAKA (KANSAI) | ALL NIPPON AIRWAYS | S | 18 | 0 | 0 | 50 | 17 | 28 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 73 | 8 | 12 | 8 | 0 | 0 | 8 | 83 | 5 | 18 |
| | JAPAN AIRLINES | S | 44 | 0 | 0 | 64 | 9 | 16 | 5 | 5 | 2 | 43 | 79 | 12 | 34 |
| TOTAL OSAKA (KANSAI) | | | 88 | 0 | 0 | 64 | 10 | 17 | 6 | 2 | 1 | 27 | 81 | 9 | 52 |
| TOKYO (NARITA) | AEROFLOT | S | 18 | 0 | 1 | 39 | 11 | 6 | 39 | 6 | 0 | 58 | 22 | 71 | 18 |
| | ALL NIPPON AIRWAYS | S | 64 | 0 | 0 | 67 | 25 | 6 | 2 | 0 | 0 | 9 | 73 | 9 | 64 |
| | BRITISH AIRWAYS PLC | S | 114 | 0 | 2 | 67 | 15 | 11 | 4 | 2 | 1 | 22 | 77 | 6 | 119 |
| | JAPAN AIRLINES | S | 73 | 0 | 9 | 67 | 18 | 7 | 7 | 0 | 1 | 22 | 65 | 18 | 69 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 52 | 0 | 2 | 67 | 12 | 13 | 6 | 2 | 0 | 15 | 60 | 23 | 52 |
| TOTAL TOKYO (NARITA) | | | 321 | 0 | 14 | 65 | 17 | 9 | 7 | 1 | 1 | 20 | 68 | 15 | 322 |
| TOTAL JAPAN | | | 427 | 0 | 14 | 65 | 15 | 11 | 7 | 1 | 1 | 22 | 71 | 14 | 393 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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) |
| JORDAN | | | | | | | | | | | | | | | |
| AMMAN | BRITISH AIRWAYS PLC | S | 26 | 1 | 0 | 62 | 8 | 19 | 12 | 0 | 0 | 19 | 92 | 24 | 13 |
| | BRITISH MEDITERRANEAN AIRWA | S | 17 | 0 | 4 | 53 | 12 | 29 | 6 | 0 | 0 | 23 | 0 | 0 | 0 |
| | ROYAL JORDANIAN | S | 53 | 0 | 0 | 64 | 11 | 8 | 13 | 4 | 0 | 26 | 57 | 24 | 63 |
| TOTAL AMMAN | | | 96 | 1 | 4 | 61 | 10 | 15 | 11 | 2 | 0 | 24 | 63 | 24 | 76 |
| TOTAL JORDAN | | | 96 | 1 | 4 | 61 | 10 | 15 | 11 | 2 | 0 | 24 | 63 | 24 | 76 |
| KAZAKHSTAN | | | | | | | | | | | | | | | |
| ALMA ATA | KAZAKHSTAN AIRLINES | C | 2 | 0 | 4 | 0 | 50 | 0 | 50 | 0 | 0 | 95 | 0 | 0 | 0 |
| TOTAL ALMA ATA | | | 2 | 0 | 4 | 0 | 50 | 0 | 50 | 0 | 0 | 95 | 0 | 0 | 0 |
| TOTAL KAZAKHSTAN | | | 2 | 0 | 4 | 0 | 50 | 0 | 50 | 0 | 0 | 95 | 0 | 0 | 0 |
| KENYA | | | | | | | | | | | | | | | |
| NAIROBI | BRITISH AIRWAYS PLC | S | 20 | 0 | 0 | 35 | 30 | 30 | 5 | 0 | 0 | 26 | 53 | 21 | 19 |
| | KENYA AIRWAYS | S | 72 | 0 | 0 | 43 | 19 | 15 | 18 | 1 | 3 | 61 | 49 | 35 | 47 |
| TOTAL NAIROBI | | | 92 | 0 | 0 | 41 | 22 | 18 | 15 | 1 | 2 | 53 | 50 | 31 | 66 |
| TOTAL KENYA | | | 92 | 0 | 0 | 41 | 22 | 18 | 15 | 1 | 2 | 53 | 53 | 30 | 89 |
| KUWAIT | | | | | | | | | | | | | | | |
| KUWAIT | BRITISH AIRWAYS PLC | S | 40 | 0 | 2 | 78 | 10 | 3 | 5 | 5 | 0 | 16 | 86 | 13 | 35 |
| | KUWAIT AIRWAYS | S | 64 | 2 | 6 | 47 | 22 | 14 | 13 | 2 | 3 | 60 | 73 | 12 | 70 |
| TOTAL KUWAIT | | | 104 | 2 | 8 | 59 | 17 | 10 | 10 | 3 | 2 | 43 | 77 | 12 | 105 |
| TOTAL KUWAIT | | | 104 | 2 | 8 | 59 | 17 | 10 | 10 | 3 | 2 | 43 | 77 | 12 | 105 |
| KYRGYZSTAN | | | | | | | | | | | | | | | |
| BISHKEK (FRUNZE) | BRITISH MEDITERRANEAN AIRWA | C | 3 | 0 | 1 | 33 | 0 | 0 | 67 | 0 | 0 | 83 | 0 | 0 | 0 |
| TOTAL BISHKEK (FRUNZE) | | | 3 | 0 | 1 | 33 | 0 | 0 | 67 | 0 | 0 | 83 | 0 | 0 | 0 |
| TOTAL KYRGYZSTAN | | | 3 | 0 | 1 | 33 | 0 | 0 | 67 | 0 | 0 | 83 | 0 | 0 | 0 |
| LEBANON | | | | | | | | | | | | | | | |
| BEIRUT | BRITISH MEDITERRANEAN AIRWA | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 95 | -4 | 43 |
| | MEA | S | 36 | 0 | 0 | 36 | 19 | 19 | 19 | 3 | 3 | 75 | 43 | 31 | 35 |
| TOTAL BEIRUT | | | 46 | 0 | 0 | 48 | 17 | 15 | 15 | 2 | 2 | 59 | 72 | 12 | 78 |
| TOTAL LEBANON | | | 46 | 0 | 0 | 48 | 17 | 15 | 15 | 2 | 2 | 59 | 72 | 12 | 78 |
| LITHUANIA | | | | | | | | | | | | | | | |
| VILNIUS | LITHUANIA AIRLINES | S | 32 | 0 | 4 | 69 | 9 | 13 | 3 | 6 | 0 | 29 | 72 | 8 | 32 |
| TOTAL VILNIUS | | | 32 | 0 | 4 | 69 | 9 | 13 | 3 | 6 | 0 | 29 | 72 | 8 | 32 |
| TOTAL LITHUANIA | | | 32 | 0 | 4 | 69 | 9 | 13 | 3 | 6 | 0 | 29 | 72 | 8 | 32 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | BRITISH AIRWAYS PLC | S | 38 | 0 | 6 | 61 | 13 | 18 | 5 | 3 | 0 | 24 | 85 | 14 | 48 |
| | LUXAIR | S | 108 | 0 | 2 | 54 | 23 | 14 | 7 | 2 | 0 | 24 | 75 | 11 | 114 |
| TOTAL LUXEMBOURG | | | 146 | 0 | 8 | 55 | 21 | 15 | 7 | 2 | 0 | 24 | 78 | 12 | 162 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-----------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL LUXEMBOURG | | | 146 | 0 | 8 | 55 | 21 | 15 | 7 | 2 | 0 | 24 | 78 | 12 | 162 |
| MALAWI | | | | | | | | | | | | | | | |
| LILONGWE | BRITISH AIRWAYS PLC | S | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 15 | 88 | 7 | 8 |
| TOTAL LILONGWE | | | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 15 | 88 | 7 | 8 |
| TOTAL MALAWI | | | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 15 | 88 | 7 | 8 |
| MALAYSIA | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | MALAYSIAN AIRLINES SYSTEM-MA | S | 124 | 0 | 0 | 54 | 20 | 15 | 9 | 2 | 0 | 25 | 68 | 14 | 72 |
| TOTAL KUALA LUMPUR (SEPANG) | | | 124 | 0 | 0 | 54 | 20 | 15 | 9 | 2 | 0 | 25 | 68 | 14 | 72 |
| TOTAL MALAYSIA | | | 124 | 0 | 0 | 54 | 20 | 15 | 9 | 2 | 0 | 25 | 68 | 14 | 72 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 112 | 0 | 2 | 44 | 22 | 24 | 9 | 1 | 0 | 28 | 49 | 24 | 126 |
| TOTAL MALTA | | | 112 | 0 | 2 | 44 | 22 | 24 | 9 | 1 | 0 | 28 | 49 | 24 | 126 |
| TOTAL MALTA | | | 112 | 0 | 2 | 44 | 22 | 24 | 9 | 1 | 0 | 28 | 49 | 24 | 126 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS LTD | S | 20 | 0 | 0 | 30 | 35 | 30 | 5 | 0 | 0 | 28 | 17 | 127 | 18 |
| TOTAL MAURITIUS | | | 20 | 0 | 0 | 30 | 35 | 30 | 5 | 0 | 0 | 28 | 17 | 127 | 18 |
| TOTAL MAURITIUS | | | 20 | 0 | 0 | 30 | 35 | 30 | 5 | 0 | 0 | 28 | 17 | 127 | 18 |
| MEXICO | | | | | | | | | | | | | | | |
| MEXICO CITY | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 67 | 22 | 4 | 7 | 0 | 0 | 12 | 63 | 9 | 27 |
| TOTAL MEXICO CITY | | | 27 | 0 | 0 | 67 | 22 | 4 | 7 | 0 | 0 | 12 | 63 | 9 | 27 |
| TOTAL MEXICO | | | 27 | 0 | 0 | 67 | 22 | 4 | 7 | 0 | 0 | 12 | 63 | 9 | 27 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | GB AIRWAYS LTD | S | 10 | 0 | 0 | 70 | 0 | 10 | 20 | 0 | 0 | 30 | 78 | 10 | 9 |
| TOTAL AGADIR | | | 10 | 1 | 0 | 70 | 0 | 10 | 20 | 0 | 0 | 30 | 78 | 10 | 9 |
| CASABLANCA MOHAMED V | GB AIRWAYS LTD | S | 42 | 0 | 0 | 45 | 26 | 14 | 14 | 0 | 0 | 23 | 45 | 26 | 42 |
| | ROYAL AIR MAROC | S | 52 | 0 | 1 | 56 | 29 | 15 | 0 | 0 | 0 | 15 | 62 | 17 | 52 |
| TOTAL CASABLANCA MOHAMED V | | | 95 | 0 | 2 | 52 | 27 | 15 | 6 | 0 | 0 | 19 | 55 | 21 | 95 |
| MARRAKESH | | | | | | | | | | | | | | | |
| MARRAKESH | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 18 | 1 | 0 | 67 | 17 | 6 | 11 | 0 | 0 | 27 | 82 | 15 | 17 |
| TOTAL MARRAKESH | | | 20 | 1 | 0 | 60 | 15 | 10 | 15 | 0 | 0 | 29 | 82 | 15 | 17 |
| TANGIERS (IBN BATUTA) | GB AIRWAYS LTD | S | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 6 | 64 | 35 | 14 |
| TOTAL TANGIERS (IBN BATUTA) | | | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 6 | 64 | 35 | 14 |
| TOTAL MOROCCO | | | 135 | 2 | 2 | 56 | 22 | 14 | 8 | 0 | 0 | 20 | 61 | 21 | 135 |
| NAMIBIA | | | | | | | | | | | | | | | |
| WINDHOEK | AIR NAMIBIA | S | 26 | 0 | 0 | 46 | 35 | 15 | 4 | 0 | 0 | 19 | 82 | 1 | 28 |
| TOTAL WINDHOEK | | | 26 | 0 | 0 | 46 | 35 | 15 | 4 | 0 | 0 | 19 | 82 | 1 | 28 |
| TOTAL NAMIBIA | | | 26 | 0 | 0 | 46 | 35 | 15 | 4 | 0 | 0 | 19 | 82 | 1 | 28 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| NATIONALIST CHINA (TAIWAN) | | | | | | | | | | | | | | | |
| TAIPEI | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 46 | 27 | 15 | 12 | 0 | 0 | 28 | 76 | 7 | 17 |
| | EVA AIR | S | 26 | 0 | 0 | 42 | 19 | 27 | 4 | 8 | 0 | 35 | 0 | 0 | 0 |
| TOTAL TAIPEI | | | 52 | 0 | 0 | 44 | 23 | 21 | 8 | 4 | 0 | 32 | 76 | 7 | 17 |
| TOTAL NATIONALIST CHINA (TAIWAN) | | | 52 | 0 | 0 | 44 | 23 | 21 | 8 | 4 | 0 | 32 | 76 | 7 | 17 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BMI BRITISH MIDLAND | S | 454 | 0 | 2 | 62 | 17 | 10 | 9 | 1 | 0 | 27 | 81 | 13 | 458 |
| | BRITISH AIRWAYS PLC | S | 371 | 0 | 19 | 61 | 12 | 13 | 11 | 2 | 0 | 26 | 77 | 15 | 377 |
| | KLM | S | 480 | 0 | 4 | 63 | 15 | 13 | 7 | 0 | 1 | 20 | 82 | 10 | 476 |
| | UNITED AIRLINES | S | 38 | 0 | 1 | 34 | 34 | 18 | 11 | 3 | 0 | 37 | 70 | 13 | 10 |
| TOTAL AMSTERDAM | | | 1343 | 1 | 26 | 61 | 16 | 12 | 9 | 1 | 1 | 25 | 80 | 12 | 1321 |
| EINDHOVEN | KLM | S | 71 | 0 | 3 | 65 | 23 | 8 | 3 | 1 | 0 | 14 | 89 | 4 | 56 |
| TOTAL EINDHOVEN | | | 71 | 0 | 3 | 65 | 23 | 8 | 3 | 1 | 0 | 14 | 89 | 4 | 56 |
| ROTTERDAM | KLM | S | 203 | 1 | 8 | 53 | 23 | 16 | 8 | 0 | 0 | 22 | 72 | 20 | 217 |
| TOTAL ROTTERDAM | | | 203 | 1 | 8 | 53 | 23 | 16 | 8 | 0 | 0 | 22 | 72 | 20 | 217 |
| TOTAL NETHERLANDS | | | 1617 | 3 | 37 | 60 | 17 | 12 | 9 | 1 | 0 | 24 | 79 | 13 | 1594 |
| NEW ZEALAND | | | | | | | | | | | | | | | |
| AUCKLAND INTERNATIONAL | AIR NEW ZEALAND LTD | S | 46 | 0 | 0 | 43 | 11 | 24 | 17 | 2 | 2 | 47 | 56 | 34 | 36 |
| TOTAL AUCKLAND INTERNATIONAL | | | 46 | 0 | 0 | 43 | 11 | 24 | 17 | 2 | 2 | 47 | 50 | 30 | 64 |
| TOTAL NEW ZEALAND | | | 46 | 0 | 0 | 43 | 11 | 24 | 17 | 2 | 2 | 47 | 50 | 30 | 64 |
| NIGERIA | | | | | | | | | | | | | | | |
| LAGOS | NIGERIA AIRWAYS | S | 20 | 1 | 14 | 40 | 15 | 15 | 20 | 5 | 5 | 72 | 3 | 321 | 29 |
| TOTAL LAGOS | | | 20 | 1 | 14 | 40 | 15 | 15 | 20 | 5 | 5 | 72 | 3 | 321 | 29 |
| TOTAL NIGERIA | | | 20 | 1 | 14 | 40 | 15 | 15 | 20 | 5 | 5 | 72 | 3 | 278 | 38 |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | BMI BRITISH MIDLAND | S | 56 | 0 | 0 | 45 | 30 | 20 | 4 | 2 | 0 | 22 | 80 | 6 | 54 |
| TOTAL BERGEN | | | 56 | 0 | 0 | 45 | 30 | 20 | 4 | 2 | 0 | 22 | 80 | 6 | 54 |
| OSLO (FORNEBU) | BRITISH AIRWAYS PLC | S | 162 | 0 | 2 | 59 | 14 | 15 | 9 | 3 | 0 | 26 | 72 | 19 | 163 |
| | SAS | S | 197 | 1 | 6 | 61 | 18 | 14 | 6 | 1 | 0 | 20 | 60 | 20 | 200 |
| TOTAL OSLO (FORNEBU) | | | 359 | 1 | 8 | 60 | 16 | 15 | 8 | 2 | 0 | 23 | 65 | 19 | 363 |
| STAVANGER | SAS | S | 104 | 0 | 2 | 77 | 9 | 7 | 7 | 1 | 0 | 14 | 87 | 8 | 111 |
| TOTAL STAVANGER | | | 104 | 0 | 2 | 77 | 9 | 7 | 7 | 1 | 0 | 14 | 87 | 8 | 111 |
| TOTAL NORWAY | | | 519 | 2 | 10 | 62 | 16 | 14 | 7 | 2 | 0 | 21 | 71 | 16 | 528 |
| OMAN | | | | | | | | | | | | | | | |
| MUSCAT | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 63 | 25 | 5 | 7 | 0 | 0 | 16 | 88 | 0 | 60 |
| | GULF AIR | S | 83 | 0 | 0 | 59 | 14 | 14 | 10 | 2 | 0 | 25 | 49 | 27 | 92 |
| TOTAL MUSCAT | | | 143 | 0 | 0 | 61 | 19 | 10 | 8 | 1 | 0 | 21 | 64 | 17 | 152 |
| TOTAL OMAN | | | 143 | 0 | 0 | 61 | 19 | 10 | 8 | 1 | 0 | 21 | 64 | 17 | 152 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--|------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 19 | 2 | 0 | 11 | 32 | 11 | 37 | 11 | 0 | 71 | 22 | 66 | 18 |
| TOTAL ISLAMABAD | | | 19 | 2 | 0 | 11 | 32 | 11 | 37 | 11 | 0 | 71 | 22 | 66 | 18 |
| KARACHI | PAKISTAN INTL AIRLINES | S | 39 | 1 | 2 | 28 | 28 | 15 | 21 | 0 | 8 | 106 | 28 | 97 | 36 |
| TOTAL KARACHI | | | 39 | 1 | 2 | 28 | 28 | 15 | 21 | 0 | 8 | 106 | 28 | 97 | 36 |
| TOTAL PAKISTAN | | | 58 | 3 | 2 | 22 | 29 | 14 | 26 | 3 | 5 | 95 | 26 | 86 | 54 |
| PHILIPPINES | | | | | | | | | | | | | | | |
| MANILA | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 44 | 14 | 31 | 11 | 0 | 0 | 26 | 78 | 6 | 27 |
| TOTAL MANILA | | | 36 | 0 | 0 | 44 | 14 | 31 | 11 | 0 | 0 | 26 | 78 | 6 | 27 |
| TOTAL PHILIPPINES | | | 36 | 0 | 0 | 44 | 14 | 31 | 11 | 0 | 0 | 26 | 78 | 6 | 27 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | LOT-POLISH AIRLINES | S | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 27 | 100 | -4 | 6 |
| TOTAL KRAKOW | | | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 27 | 100 | -4 | 6 |
| WARSAW | BRITISH AIRWAYS PLC | S | 81 | 2 | 3 | 37 | 30 | 26 | 7 | 0 | 0 | 29 | 68 | 17 | 84 |
| | LOT-POLISH AIRLINES | S | 83 | 0 | 0 | 57 | 18 | 14 | 10 | 1 | 0 | 22 | 70 | 21 | 74 |
| TOTAL WARSAW | | | 164 | 2 | 3 | 47 | 24 | 20 | 9 | 1 | 0 | 26 | 69 | 19 | 158 |
| TOTAL POLAND | | | 169 | 2 | 3 | 47 | 24 | 20 | 9 | 1 | 0 | 26 | 70 | 18 | 164 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | AIR PORTUGAL | S | 37 | 0 | 1 | 49 | 27 | 8 | 14 | 3 | 0 | 30 | 58 | 28 | 36 |
| TOTAL FARO | | | 37 | 0 | 1 | 49 | 27 | 8 | 14 | 3 | 0 | 30 | 58 | 28 | 36 |
| LISBON | AIR PORTUGAL | S | 154 | 2 | 8 | 54 | 18 | 17 | 10 | 1 | 1 | 27 | 75 | 14 | 155 |
| | BRITISH AIRWAYS PLC | S | 174 | 0 | 4 | 61 | 18 | 11 | 10 | 0 | 0 | 20 | 78 | 16 | 178 |
| TOTAL LISBON | | | 328 | 2 | 12 | 58 | 18 | 14 | 10 | 0 | 0 | 23 | 76 | 15 | 333 |
| OPORTO (PORTUGAL) | AIR PORTUGAL | S | 60 | 0 | 2 | 58 | 18 | 13 | 8 | 2 | 0 | 22 | 82 | 3 | 60 |
| | BRITISH AIRWAYS PLC | S | 56 | 0 | 0 | 61 | 16 | 14 | 5 | 4 | 0 | 25 | 66 | 18 | 56 |
| TOTAL OPORTO (PORTUGAL) | | | 116 | 0 | 2 | 59 | 17 | 14 | 7 | 3 | 0 | 23 | 74 | 11 | 116 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 481 | 2 | 15 | 57 | 19 | 14 | 9 | 1 | 0 | 24 | 74 | 15 | 485 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR PORTUGAL | S | 16 | 2 | 0 | 44 | 25 | 19 | 0 | 13 | 0 | 41 | 94 | -1 | 18 |
| | AIR PORTUGAL | C | 2 | 1 | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 76 | 50 | 16 | 4 |
| TOTAL FUNCHAL | | | 18 | 3 | 2 | 39 | 22 | 22 | 6 | 11 | 0 | 45 | 86 | 2 | 22 |
| TOTAL PORTUGAL(MADEIRA) | | | 18 | 3 | 2 | 39 | 22 | 22 | 6 | 11 | 0 | 45 | 86 | 2 | 22 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA | GULF AIR | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL DOHA | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL QATAR | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---------------------------------------|------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| REPUBLIC OF KOREA | | | | | | | | | | | | | | | |
| SEOUL (KIMPO) | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 3 | 72 | 25 | 18 |
| | KOREAN AIR | S | 26 | 0 | 0 | 54 | 19 | 15 | 12 | 0 | 0 | 16 | 58 | 11 | 26 |
| TOTAL SEOUL (KIMPO) | | | 44 | 0 | 0 | 64 | 18 | 11 | 7 | 0 | 0 | 11 | 64 | 17 | 44 |
| TOTAL REPUBLIC OF KOREA | | | 44 | 0 | 0 | 64 | 18 | 11 | 7 | 0 | 0 | 11 | 64 | 17 | 44 |
| REPUBLIC OF SOUTH AFRICA | | | | | | | | | | | | | | | |
| CAPE TOWN | BRITISH AIRWAYS PLC | S | 26 | 0 | 3 | 65 | 27 | 0 | 8 | 0 | 0 | 12 | 63 | 26 | 16 |
| | SOUTH AFRICAN AIRWAYS | S | 19 | 0 | 0 | 63 | 21 | 5 | 11 | 0 | 0 | 26 | 73 | 43 | 11 |
| TOTAL CAPE TOWN | | | 45 | 0 | 3 | 64 | 24 | 2 | 9 | 0 | 0 | 18 | 67 | 33 | 27 |
| DURBAN | BRITISH AIRWAYS PLC | S | 28 | 0 | 0 | 75 | 14 | 7 | 4 | 0 | 0 | 10 | 78 | 12 | 18 |
| | SOUTH AFRICAN AIRWAYS | S | 27 | 0 | 0 | 19 | 33 | 30 | 15 | 4 | 0 | 39 | 41 | 38 | 17 |
| TOTAL DURBAN | | | 55 | 0 | 0 | 47 | 24 | 18 | 9 | 2 | 0 | 24 | 60 | 24 | 35 |
| JOHANNESBURG | BRITISH AIRWAYS PLC | S | 48 | 0 | 0 | 73 | 19 | 4 | 4 | 0 | 0 | 10 | 71 | 16 | 45 |
| | SOUTH AFRICAN AIRWAYS | S | 66 | 2 | 1 | 32 | 20 | 26 | 17 | 2 | 5 | 71 | 52 | 18 | 58 |
| TOTAL JOHANNESBURG | | | 114 | 2 | 1 | 49 | 19 | 17 | 11 | 1 | 3 | 46 | 60 | 17 | 103 |
| TOTAL REPUBLIC OF SOUTH AFRICA | | | 214 | 2 | 4 | 52 | 21 | 14 | 10 | 1 | 1 | 34 | 61 | 21 | 165 |
| REPUBLIC OF YEMEN | | | | | | | | | | | | | | | |
| ADEN | ALYEMDA | S | 8 | 1 | 1 | 38 | 0 | 25 | 38 | 0 | 0 | 43 | 63 | 22 | 8 |
| TOTAL ADEN | | | 8 | 1 | 1 | 38 | 0 | 25 | 38 | 0 | 0 | 43 | 63 | 22 | 8 |
| TOTAL REPUBLIC OF YEMEN | | | 8 | 1 | 1 | 38 | 0 | 25 | 38 | 0 | 0 | 43 | 63 | 22 | 8 |
| RUMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | TAROM | S | 59 | 0 | 4 | 54 | 20 | 10 | 15 | 0 | 0 | 25 | 47 | 31 | 64 |
| TOTAL BUCHAREST (OTOPENI) | | | 59 | 0 | 4 | 54 | 20 | 10 | 15 | 0 | 0 | 25 | 47 | 31 | 64 |
| TOTAL RUMANIA | | | 59 | 0 | 4 | 54 | 20 | 10 | 15 | 0 | 0 | 25 | 47 | 31 | 64 |
| RUSSIA | | | | | | | | | | | | | | | |
| MOSCOW (SHEREMETYEVO) | AEROFLOT | S | 87 | 0 | 4 | 25 | 20 | 24 | 25 | 5 | 1 | 61 | 24 | 60 | 86 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 58 | 17 | 18 | 7 | 0 | 0 | 21 | 54 | 31 | 72 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | 147 | 0 | 4 | 39 | 18 | 22 | 18 | 3 | 1 | 45 | 38 | 47 | 158 |
| ST PETERSBURG | AEROFLOT | S | 10 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 19 | 40 | 108 | 10 |
| | BRITISH AIRWAYS PLC | S | 42 | 0 | 2 | 76 | 12 | 10 | 2 | 0 | 0 | 11 | 53 | 18 | 40 |
| TOTAL ST PETERSBURG | | | 52 | 0 | 2 | 73 | 10 | 15 | 2 | 0 | 0 | 13 | 50 | 36 | 50 |
| TOTAL RUSSIA | | | 199 | 0 | 6 | 48 | 16 | 20 | 14 | 2 | 1 | 36 | 41 | 44 | 208 |
| SAUDI ARABIA | | | | | | | | | | | | | | | |
| DHAHRAN | BRITISH AIRWAYS PLC | S | 48 | 0 | 2 | 81 | 13 | 4 | 2 | 0 | 0 | 2 | 84 | 5 | 31 |
| | SAUDI ARABIAN AIRLINES | S | 16 | 0 | 0 | 44 | 31 | 19 | 6 | 0 | 0 | 20 | 46 | 14 | 13 |
| TOTAL DHAHRAN | | | 64 | 0 | 2 | 72 | 17 | 8 | 3 | 0 | 0 | 7 | 73 | 8 | 44 |
| JEDDAH | BRITISH AIRWAYS PLC | S | 35 | 0 | 0 | 71 | 11 | 9 | 9 | 0 | 0 | 17 | 51 | 22 | 35 |
| | SAUDI ARABIAN AIRLINES | S | 47 | 1 | 1 | 64 | 11 | 23 | 2 | 0 | 0 | 14 | 68 | 18 | 38 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-------------------------|------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 JEDDAH | | | 82 | 1 | 1 | 67 | 11 | 17 | 5 | 0 | 0 | 16 | 60 | 20 | 73 |
| RIYADH | BRITISH AIRWAYS PLC | S | 24 | 0 | 0 | 67 | 25 | 8 | 0 | 0 | 7 | 79 | 3 | 19 | |
| | SAUDI ARABIAN AIRLINES | S | 10 | 0 | 0 | 40 | 30 | 20 | 0 | 0 | 10 | 142 | 50 | 35 | 14 |
| TOTAL RIYADH | | | 34 | 0 | 0 | 59 | 26 | 12 | 0 | 0 | 3 | 47 | 67 | 16 | 33 |
| TOTAL SAUDI ARABIA | | | 180 | 1 | 3 | 67 | 16 | 13 | 3 | 0 | 1 | 18 | 65 | 16 | 150 |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 124 | 0 | 0 | 60 | 21 | 13 | 6 | 0 | 0 | 16 | 61 | 19 | 121 |
| TOTAL SINGAPORE | | | 124 | 0 | 0 | 60 | 21 | 13 | 6 | 0 | 0 | 16 | 61 | 19 | 121 |
| TOTAL SINGAPORE | | | 124 | 0 | 0 | 60 | 21 | 13 | 6 | 0 | 0 | 16 | 61 | 19 | 121 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | ADRIA AIRWAYS | S | 58 | 0 | 2 | 48 | 31 | 10 | 10 | 0 | 0 | 21 | 64 | 23 | 50 |
| TOTAL LJUBLJANA | | | 58 | 0 | 2 | 48 | 31 | 10 | 10 | 0 | 0 | 21 | 64 | 23 | 50 |
| TOTAL SLOVENIA | | | 58 | 0 | 2 | 48 | 31 | 10 | 10 | 0 | 0 | 21 | 64 | 23 | 50 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | VIVA | S | 58 | 0 | 0 | 52 | 28 | 9 | 12 | 0 | 0 | 23 | 83 | 13 | 60 |
| TOTAL ALICANTE | | | 58 | 0 | 0 | 52 | 28 | 9 | 12 | 0 | 0 | 23 | 83 | 13 | 60 |
| BARCELONA | BRITISH AIRWAYS PLC | S | 175 | 0 | 2 | 65 | 14 | 12 | 7 | 2 | 0 | 21 | 81 | 9 | 175 |
| | IBERIA | S | 176 | 2 | 4 | 69 | 12 | 14 | 5 | 0 | 0 | 13 | 88 | 3 | 180 |
| TOTAL BARCELONA | | | 351 | 2 | 6 | 67 | 13 | 13 | 6 | 1 | 0 | 17 | 84 | 6 | 355 |
| BILBAO | BRITISH AIRWAYS PLC | S | 56 | 0 | 0 | 66 | 13 | 11 | 11 | 0 | 0 | 19 | 84 | 8 | 56 |
| | IBERIA | S | 60 | 0 | 0 | 75 | 15 | 7 | 3 | 0 | 0 | 8 | 77 | 12 | 60 |
| TOTAL BILBAO | | | 116 | 0 | 0 | 71 | 14 | 9 | 7 | 0 | 0 | 13 | 80 | 10 | 116 |
| MADRID | BRITISH AIRWAYS PLC | S | 170 | 0 | 6 | 44 | 22 | 17 | 16 | 0 | 0 | 28 | 66 | 17 | 176 |
| | IBERIA | S | 283 | 0 | 6 | 67 | 16 | 10 | 5 | 2 | 0 | 20 | 88 | 3 | 283 |
| TOTAL MADRID | | | 454 | 1 | 12 | 58 | 19 | 13 | 9 | 1 | 0 | 23 | 80 | 9 | 459 |
| MALAGA | IBERIA | S | 58 | 0 | 2 | 69 | 19 | 5 | 3 | 3 | 0 | 17 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 58 | 0 | 2 | 69 | 19 | 5 | 3 | 3 | 0 | 17 | 83 | 8 | 60 |
| PALMA DE MALLORCA | BMI BRITISH MIDLAND | S | 60 | 0 | 0 | 70 | 20 | 5 | 3 | 2 | 0 | 16 | 95 | -6 | 59 |
| | VIVA | S | 58 | 0 | 0 | 62 | 16 | 17 | 5 | 0 | 0 | 18 | 85 | 5 | 60 |
| TOTAL PALMA DE MALLORCA | | | 118 | 0 | 0 | 66 | 18 | 11 | 4 | 1 | 0 | 17 | 90 | 0 | 119 |
| SEVILLE | IBERIA | S | 58 | 0 | 2 | 79 | 16 | 3 | 2 | 0 | 0 | 6 | 83 | 5 | 60 |
| TOTAL SEVILLE | | | 58 | 0 | 2 | 79 | 16 | 3 | 2 | 0 | 0 | 6 | 83 | 5 | 60 |
| VALENCIA | IBERIA | S | 60 | 0 | 0 | 80 | 12 | 5 | 3 | 0 | 0 | 7 | 80 | 8 | 60 |
| TOTAL VALENCIA | | | 60 | 0 | 0 | 80 | 12 | 5 | 3 | 0 | 0 | 7 | 80 | 8 | 60 |
| TOTAL SPAIN | | | 1273 | 3 | 22 | 65 | 16 | 11 | 7 | 1 | 0 | 18 | 82 | 7 | 1289 |
| SRI LANKA | | | | | | | | | | | | | | | |
| COLOMBO | SRILANKAN AIRLINES | S | 34 | 2 | 1 | 35 | 29 | 18 | 15 | 3 | 0 | 38 | 42 | 52 | 36 |
| TOTAL COLOMBO | | | 34 | 2 | 1 | 35 | 29 | 18 | 15 | 3 | 0 | 38 | 42 | 52 | 36 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 SRI LANKA | | | 34 | 2 | 1 | 35 | 29 | 18 | 15 | 3 | 0 | 38 | 42 | 52 | 36 |
| SUDAN | | | | | | | | | | | | | | | |
| KHARTOUM | SUDAN AIRWAYS | S | 18 | 0 | 2 | 44 | 11 | 11 | 22 | 0 | 11 | 152 | 33 | 155 | 18 |
| TOTAL KHARTOUM | | | 18 | 0 | 2 | 44 | 11 | 11 | 22 | 0 | 11 | 152 | 33 | 155 | 18 |
| TOTAL SUDAN | | | 18 | 0 | 2 | 44 | 11 | 11 | 22 | 0 | 11 | 152 | 33 | 155 | 18 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | BRITISH AIRWAYS PLC | S | 112 | 0 | 2 | 66 | 20 | 8 | 4 | 2 | 0 | 17 | 84 | 8 | 114 |
| | SAS | S | 149 | 0 | 2 | 69 | 11 | 9 | 9 | 1 | 0 | 20 | 72 | 10 | 144 |
| TOTAL GOTEBORG | | | 261 | 0 | 4 | 68 | 15 | 9 | 7 | 2 | 0 | 18 | 78 | 9 | 258 |
| STOCKHOLM (ARLANDA) | BRITISH AIRWAYS PLC | S | 230 | 0 | 2 | 63 | 18 | 11 | 7 | 1 | 0 | 18 | 75 | 12 | 220 |
| | SAS | S | 265 | 2 | 4 | 69 | 14 | 10 | 6 | 2 | 0 | 18 | 73 | 18 | 221 |
| TOTAL STOCKHOLM (ARLANDA) | | | 495 | 2 | 6 | 66 | 16 | 11 | 6 | 1 | 0 | 18 | 74 | 15 | 441 |
| TOTAL SWEDEN | | | 756 | 2 | 10 | 67 | 15 | 10 | 6 | 1 | 0 | 18 | 75 | 13 | 699 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | BRITISH AIRWAYS PLC | S | 97 | 0 | 3 | 49 | 25 | 11 | 14 | 0 | 0 | 27 | 54 | 25 | 94 |
| | SWISS AIRLINES | S | 118 | 0 | 2 | 62 | 13 | 10 | 15 | 0 | 0 | 24 | 72 | 11 | 116 |
| TOTAL BASLE MULHOUSE | | | 215 | 0 | 5 | 56 | 18 | 11 | 15 | 0 | 0 | 25 | 64 | 17 | 210 |
| GENEVA | BRITISH AIRWAYS PLC | S | 275 | 0 | 5 | 47 | 23 | 15 | 13 | 2 | 0 | 30 | 68 | 17 | 236 |
| | SWISSAIR | S | 227 | 1 | 0 | 50 | 18 | 18 | 14 | 0 | 0 | 28 | 83 | 7 | 229 |
| TOTAL GENEVA | | | 502 | 3 | 5 | 48 | 21 | 16 | 13 | 1 | 0 | 29 | 75 | 12 | 465 |
| ZURICH | BMI BRITISH MIDLAND | S | 226 | 0 | 3 | 47 | 25 | 16 | 12 | 0 | 0 | 26 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 222 | 0 | 4 | 51 | 21 | 15 | 11 | 2 | 0 | 30 | 77 | 12 | 219 |
| | SWISSAIR | S | 300 | 0 | 0 | 50 | 26 | 14 | 10 | 0 | 0 | 24 | 77 | 10 | 302 |
| TOTAL ZURICH | | | 748 | 0 | 7 | 50 | 24 | 15 | 11 | 1 | 0 | 26 | 77 | 11 | 521 |
| TOTAL SWITZERLAND | | | 1465 | 3 | 17 | 50 | 22 | 15 | 12 | 1 | 0 | 27 | 74 | 12 | 1196 |
| SYRIA | | | | | | | | | | | | | | | |
| DAMASCUS | BRITISH AIRWAYS PLC | S | 8 | 0 | 1 | 63 | 38 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | BRITISH MEDITERRANEAN AIRWA | S | 17 | 0 | 5 | 53 | 29 | 6 | 12 | 0 | 0 | 25 | 0 | 0 | 0 |
| | SYRIANAIR | S | 26 | 0 | 0 | 27 | 23 | 12 | 23 | 15 | 0 | 67 | 84 | 7 | 25 |
| TOTAL DAMASCUS | | | 51 | 0 | 6 | 41 | 27 | 8 | 16 | 8 | 0 | 44 | 84 | 7 | 25 |
| TOTAL SYRIA | | | 51 | 0 | 6 | 41 | 27 | 8 | 16 | 8 | 0 | 44 | 84 | 7 | 25 |
| TANZANIA | | | | | | | | | | | | | | | |
| DAR-ES-SALAAM | ALLIANCE | S | 18 | 0 | 0 | 33 | 6 | 17 | 39 | 0 | 6 | 95 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 25 | 0 | 2 | 64 | 20 | 8 | 4 | 0 | 4 | 55 | 54 | 25 | 26 |
| TOTAL DAR-ES-SALAAM | | | 43 | 0 | 2 | 51 | 14 | 12 | 19 | 0 | 5 | 72 | 54 | 25 | 26 |
| TOTAL TANZANIA | | | 43 | 0 | 2 | 51 | 14 | 12 | 19 | 0 | 5 | 72 | 54 | 25 | 26 |
| THAILAND | | | | | | | | | | | | | | | |
| BANGKOK | THAI AIRWAYS INTERNATIONAL | S | 62 | 0 | 0 | 48 | 23 | 15 | 13 | 2 | 0 | 26 | 53 | 35 | 62 |
| TOTAL BANGKOK | | | 62 | 0 | 0 | 48 | 23 | 15 | 13 | 2 | 0 | 26 | 53 | 35 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 THAILAND | | | 62 | 0 | 0 | 48 | 23 | 15 | 13 | 2 | 0 | 26 | 53 | 35 | 62 |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | |
| PORT OF SPAIN | BWIA | S | 58 | 0 | 2 | 24 | 16 | 22 | 31 | 7 | 0 | 62 | 46 | 19 | 54 |
| TOTAL PORT OF SPAIN | | | 58 | 0 | 2 | 24 | 16 | 22 | 31 | 7 | 0 | 62 | 46 | 19 | 54 |
| TOTAL TRINIDAD AND TOBAGO | | | 58 | 0 | 2 | 24 | 16 | 22 | 31 | 7 | 0 | 62 | 46 | 19 | 54 |
| TUNISIA | | | | | | | | | | | | | | | |
| TUNIS | GB AIRWAYS LTD | S | 24 | 0 | 0 | 54 | 8 | 13 | 21 | 4 | 0 | 40 | 62 | 14 | 26 |
| | TUNISAIR | S | 26 | 2 | 0 | 35 | 19 | 31 | 12 | 4 | 0 | 39 | 63 | 20 | 24 |
| TOTAL TUNIS | | | 50 | 2 | 0 | 44 | 14 | 22 | 16 | 4 | 0 | 39 | 62 | 16 | 50 |
| TOTAL TUNISIA | | | 50 | 2 | 0 | 44 | 14 | 22 | 16 | 4 | 0 | 39 | 62 | 16 | 50 |
| TURKEY | | | | | | | | | | | | | | | |
| ISTANBUL | BRITISH AIRWAYS PLC | S | 122 | 0 | 0 | 63 | 20 | 7 | 7 | 2 | 0 | 20 | 73 | 13 | 121 |
| | ISTANBUL HAVA YOLLARI | C | 18 | 0 | 0 | 11 | 22 | 33 | 22 | 0 | 11 | 186 | 50 | 17 | 16 |
| | THY TURK HAVA YOLLARI TURKIS | S | 112 | 2 | 4 | 54 | 22 | 16 | 8 | 0 | 0 | 23 | 59 | 25 | 116 |
| TOTAL ISTANBUL | | | 252 | 2 | 4 | 55 | 21 | 13 | 8 | 1 | 1 | 33 | 65 | 19 | 253 |
| IZMIR (ADNAM MENDERES) | THY TURK HAVA YOLLARI TURKIS | S | 18 | 0 | 2 | 33 | 11 | 39 | 17 | 0 | 0 | 37 | 38 | 32 | 26 |
| TOTAL IZMIR (ADNAM MENDERES) | | | 18 | 0 | 2 | 33 | 11 | 39 | 17 | 0 | 0 | 37 | 38 | 32 | 26 |
| TOTAL TURKEY | | | 270 | 2 | 6 | 54 | 21 | 15 | 9 | 1 | 1 | 33 | 62 | 20 | 279 |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | C | 18 | 0 | 0 | 22 | 28 | 0 | 33 | 17 | 0 | 98 | 0 | 0 | 0 |
| TOTAL ASHKHABAD | | | 18 | 0 | 0 | 22 | 28 | 0 | 33 | 17 | 0 | 98 | 0 | 0 | 0 |
| TOTAL TURKMENISTAN | | | 18 | 0 | 0 | 22 | 28 | 0 | 33 | 17 | 0 | 98 | 0 | 0 | 0 |
| UGANDA | | | | | | | | | | | | | | | |
| ENTEBBE | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 47 | 29 | 18 | 6 | 0 | 0 | 19 | 35 | 39 | 17 |
| TOTAL ENTEBBE | | | 17 | 0 | 0 | 47 | 29 | 18 | 6 | 0 | 0 | 19 | 35 | 39 | 17 |
| TOTAL UGANDA | | | 17 | 0 | 0 | 47 | 29 | 18 | 6 | 0 | 0 | 19 | 35 | 39 | 17 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 83 | 12 | 2 | 3 | 0 | 0 | 0 | 86 | 3 | 63 |
| | EMIRATES | S | 18 | 0 | 0 | 44 | 28 | 17 | 11 | 0 | 0 | 27 | 0 | 0 | 0 |
| | GULF AIR | S | 45 | 0 | 0 | 53 | 16 | 13 | 13 | 2 | 2 | 46 | 56 | 27 | 57 |
| TOTAL ABU DHABI INTERNATIONAL | | | 123 | 0 | 0 | 67 | 15 | 8 | 8 | 1 | 1 | 21 | 72 | 14 | 122 |
| DUBAI | EMIRATES | S | 105 | 1 | 0 | 59 | 20 | 14 | 5 | 1 | 1 | 23 | 52 | 19 | 124 |
| TOTAL DUBAI | | | 105 | 2 | 0 | 59 | 20 | 14 | 5 | 1 | 1 | 23 | 52 | 19 | 124 |
| TOTAL UNITED ARAB EMIRATES | | | 228 | 2 | 0 | 63 | 18 | 11 | 7 | 1 | 1 | 22 | 62 | 16 | 246 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | 327 | 0 | 11 | 65 | 20 | 9 | 5 | 1 | 0 | 16 | 83 | 12 | 321 |
| TOTAL ABERDEEN | | | 327 | 0 | 11 | 65 | 20 | 9 | 5 | 1 | 0 | 16 | 83 | 12 | 321 |
| BELFAST INTERNATIONAL | BMI BRITISH MIDLAND | S | 501 | 2 | 10 | 66 | 16 | 9 | 8 | 1 | 0 | 20 | 86 | 10 | 510 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|------------------------------------|-------------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 INTERNATIONAL | BRITISH AIRWAYS PLC | S | 349 | 3 | 5 | 53 | 21 | 17 | 8 | 1 | 1 | 24 | 70 | 22 | 366 |
| TOTAL BELFAST INTERNATIONAL | | | 850 | 5 | 20 | 61 | 18 | 12 | 8 | 1 | 0 | 22 | 79 | 15 | 877 |
| EDINBURGH | BMI BRITISH MIDLAND | S | 445 | 0 | 9 | 60 | 17 | 14 | 7 | 2 | 0 | 21 | 85 | 9 | 473 |
| | BRITISH AIRWAYS PLC | S | 546 | 3 | 12 | 63 | 17 | 11 | 7 | 1 | 0 | 19 | 79 | 12 | 545 |
| TOTAL EDINBURGH | | | 991 | 3 | 21 | 62 | 17 | 12 | 7 | 1 | 0 | 20 | 82 | 11 | 1018 |
| GLASGOW | BMI BRITISH MIDLAND | S | 448 | 0 | 5 | 60 | 19 | 11 | 7 | 2 | 0 | 23 | 82 | 13 | 451 |
| | BRITISH AIRWAYS PLC | S | 566 | 14 | 0 | 58 | 21 | 12 | 6 | 2 | 0 | 22 | 77 | 13 | 550 |
| TOTAL GLASGOW | | | 1014 | 14 | 19 | 59 | 20 | 12 | 7 | 2 | 0 | 22 | 79 | 13 | 1003 |
| GUERNSEY | KLM UK LTD | S | 203 | 0 | 13 | 84 | 7 | 3 | 5 | 0 | 0 | 10 | 80 | 21 | 198 |
| TOTAL GUERNSEY | | | 203 | 0 | 13 | 84 | 7 | 3 | 5 | 0 | 0 | 10 | 80 | 21 | 198 |
| INVERNESS | BRITISH AIRWAYS PLC | S | 157 | 0 | 4 | 58 | 19 | 13 | 10 | 0 | 1 | 24 | 76 | 11 | 163 |
| TOTAL INVERNESS | | | 157 | 0 | 4 | 58 | 19 | 13 | 10 | 0 | 1 | 24 | 76 | 11 | 163 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 148 | 2 | 6 | 59 | 22 | 9 | 6 | 3 | 1 | 29 | 78 | 13 | 158 |
| TOTAL ISLE OF MAN | | | 148 | 2 | 6 | 59 | 22 | 9 | 6 | 3 | 1 | 29 | 78 | 13 | 158 |
| JERSEY | BRITISH AIRWAYS PLC | S | 208 | 2 | 15 | 64 | 17 | 11 | 6 | 1 | 0 | 19 | 78 | 16 | 221 |
| TOTAL JERSEY | | | 208 | 2 | 15 | 64 | 17 | 11 | 6 | 1 | 0 | 19 | 78 | 16 | 221 |
| LEEDS BRADFORD | BMI BRITISH MIDLAND | S | 230 | 0 | 16 | 57 | 17 | 14 | 11 | 0 | 0 | 23 | 77 | 10 | 249 |
| TOTAL LEEDS BRADFORD | | | 230 | 0 | 16 | 57 | 17 | 14 | 11 | 0 | 0 | 23 | 77 | 10 | 249 |
| MANCHESTER | BRITISH AIRWAYS PLC | S | 522 | 13 | 0 | 66 | 20 | 10 | 4 | 1 | 0 | 15 | 79 | 10 | 517 |
| TOTAL MANCHESTER | | | 522 | 14 | 9 | 66 | 20 | 10 | 4 | 1 | 0 | 15 | 79 | 10 | 580 |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | 284 | 0 | 12 | 73 | 15 | 7 | 4 | 1 | 0 | 13 | 85 | 9 | 290 |
| TOTAL NEWCASTLE | | | 284 | 0 | 12 | 73 | 15 | 7 | 4 | 1 | 0 | 13 | 85 | 9 | 290 |
| NEWQUAY | BRITISH AIRWAYS CITIEXPRESS L | S | 56 | 0 | 2 | 54 | 14 | 23 | 9 | 0 | 0 | 24 | 84 | 10 | 51 |
| TOTAL NEWQUAY | | | 56 | 0 | 2 | 54 | 14 | 23 | 9 | 0 | 0 | 24 | 84 | 10 | 51 |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 132 | 0 | 4 | 39 | 20 | 23 | 17 | 1 | 0 | 32 | 65 | 16 | 127 |
| TOTAL PLYMOUTH | | | 132 | 0 | 4 | 39 | 20 | 23 | 17 | 1 | 0 | 32 | 65 | 16 | 127 |
| TEESSIDE | BMI BRITISH MIDLAND | S | 226 | 1 | 10 | 71 | 14 | 6 | 8 | 1 | 0 | 17 | 90 | 5 | 248 |
| TOTAL TEESSIDE | | | 226 | 1 | 10 | 71 | 14 | 6 | 8 | 1 | 0 | 17 | 90 | 5 | 248 |
| TOTAL UNITED KINGDOM | | | 5350 | 42 | 163 | 63 | 18 | 11 | 7 | 1 | 0 | 20 | 80 | 12 | 5508 |
| USA | | | | | | | | | | | | | | | |
| BOSTON | AMERICAN AIRLINES | S | 116 | 0 | 2 | 51 | 9 | 24 | 15 | 1 | 0 | 30 | 80 | 12 | 60 |
| | BRITISH AIRWAYS PLC | S | 119 | 1 | 2 | 60 | 17 | 7 | 14 | 3 | 0 | 25 | 88 | 2 | 58 |
| TOTAL BOSTON | | | 235 | 1 | 4 | 55 | 13 | 15 | 14 | 2 | 0 | 27 | 84 | 7 | 118 |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 120 | 3 | 2 | 44 | 13 | 22 | 19 | 2 | 0 | 35 | 69 | 12 | 100 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 1 | 40 | 25 | 13 | 20 | 2 | 0 | 38 | 80 | 11 | 60 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 53 | 11 | 24 | 11 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL CHICAGO (O'HARE) | | | 242 | 3 | 3 | 45 | 16 | 20 | 17 | 1 | 0 | 32 | 73 | 11 | 160 |
| DETROIT | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 35 | 18 | 20 | 25 | 0 | 2 | 49 | 55 | 28 | 60 |
| TOTAL DETROIT | | | 60 | 0 | 0 | 35 | 18 | 20 | 25 | 0 | 2 | 49 | 55 | 28 | 60 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| LOS ANGELES INTERNATIONAL | AMERICAN AIRLINES | S | 60 | 0 | 0 | 40 | 15 | 25 | 20 | 0 | 0 | 33 | 73 | 10 | 60 |
| | BRITISH AIRWAYS PLC | S | 122 | 0 | 0 | 52 | 22 | 16 | 9 | 1 | 0 | 23 | 82 | 5 | 119 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 39 | 18 | 29 | 15 | 0 | 0 | 32 | 77 | 8 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 40 | 7 | 18 | 33 | 2 | 0 | 44 | 74 | 9 | 58 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 304 | 0 | 0 | 45 | 17 | 21 | 17 | 1 | 0 | 31 | 78 | 8 | 299 |
| MIAMI INTERNATIONAL | AMERICAN AIRLINES | S | 62 | 0 | 0 | 34 | 27 | 26 | 13 | 0 | 0 | 33 | 68 | 13 | 62 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 55 | 24 | 15 | 6 | 0 | 0 | 15 | 59 | 36 | 85 |
| TOTAL MIAMI INTERNATIONAL | | | 124 | 0 | 0 | 44 | 26 | 20 | 10 | 0 | 0 | 24 | 63 | 26 | 147 |
| NEW YORK (JF KENNEDY) | AIR INDIA | S | 60 | 0 | 2 | 8 | 8 | 32 | 48 | 3 | 0 | 72 | 44 | 33 | 59 |
| | AMERICAN AIRLINES | S | 355 | 0 | 9 | 48 | 16 | 19 | 14 | 3 | 0 | 36 | 80 | 10 | 299 |
| | BRITISH AIRWAYS PLC | S | 327 | 3 | 0 | 56 | 19 | 13 | 8 | 3 | 1 | 35 | 82 | 11 | 326 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 4 | 0 | 100 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | KUWAIT AIRWAYS | S | 26 | 1 | 0 | 31 | 31 | 12 | 23 | 4 | 0 | 47 | 67 | 11 | 27 |
| | UNITED AIRLINES | S | 182 | 0 | 7 | 53 | 18 | 12 | 16 | 1 | 0 | 26 | 86 | 1 | 185 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 108 | 0 | 4 | 40 | 21 | 19 | 11 | 8 | 0 | 45 | 64 | 23 | 115 |
| TOTAL NEW YORK (JF KENNEDY) | | | 1060 | 4 | 26 | 47 | 18 | 17 | 15 | 3 | 0 | 37 | 78 | 11 | 1011 |
| NEW YORK (NEWARK) | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 57 | 13 | 20 | 8 | 0 | 2 | 27 | 91 | 4 | 57 |
| | UNITED AIRLINES | S | 60 | 0 | 2 | 47 | 27 | 13 | 13 | 0 | 0 | 26 | 81 | 15 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 45 | 20 | 18 | 15 | 2 | 0 | 32 | 75 | 12 | 57 |
| TOTAL NEW YORK (NEWARK) | | | 180 | 0 | 2 | 49 | 20 | 17 | 12 | 1 | 1 | 28 | 81 | 12 | 191 |
| PHILADELPHIA INTERNATIONAL | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 55 | 17 | 20 | 7 | 2 | 0 | 24 | 81 | 16 | 62 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 60 | 0 | 0 | 55 | 17 | 20 | 7 | 2 | 0 | 24 | 82 | 13 | 122 |
| SAN FRANCISCO | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 48 | 18 | 11 | 18 | 3 | 2 | 45 | 72 | 20 | 61 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 40 | 29 | 23 | 8 | 0 | 0 | 25 | 76 | 12 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 51 | 0 | 1 | 33 | 8 | 20 | 33 | 6 | 0 | 56 | 70 | 23 | 50 |
| TOTAL SAN FRANCISCO | | | 175 | 0 | 1 | 41 | 19 | 18 | 19 | 3 | 1 | 41 | 73 | 18 | 173 |
| SEATTLE (TACOMA) | BRITISH AIRWAYS PLC | S | 58 | 2 | 0 | 57 | 12 | 12 | 17 | 2 | 0 | 30 | 76 | 11 | 58 |
| TOTAL SEATTLE (TACOMA) | | | 58 | 2 | 0 | 57 | 12 | 12 | 17 | 2 | 0 | 30 | 77 | 9 | 94 |
| WASHINGTON (DULLES) | BRITISH AIRWAYS PLC | S | 59 | 1 | 1 | 46 | 22 | 15 | 10 | 5 | 2 | 57 | 72 | 15 | 60 |
| | UNITED AIRLINES | S | 106 | 0 | 0 | 39 | 32 | 21 | 7 | 2 | 0 | 30 | 65 | 13 | 95 |
| TOTAL WASHINGTON (DULLES) | | | 165 | 1 | 1 | 41 | 28 | 19 | 8 | 3 | 1 | 40 | 68 | 14 | 155 |
| TOTAL USA | | | 2663 | 11 | 37 | 47 | 18 | 18 | 15 | 2 | 0 | 34 | 76 | 13 | 2530 |
| UZBEKISTAN | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 36 | 0 | 10 | 22 | 22 | 22 | 19 | 3 | 11 | 121 | 89 | 24 | 35 |
| TOTAL TASHKENT | | | 36 | 3 | 10 | 22 | 22 | 22 | 19 | 3 | 11 | 121 | 89 | 24 | 35 |
| TOTAL UZBEKISTAN | | | 36 | 3 | 10 | 22 | 22 | 22 | 19 | 3 | 11 | 121 | 89 | 24 | 35 |
| VENEZUELA | | | | | | | | | | | | | | | |
| CARACAS | VIASA | S | 17 | 1 | 0 | 53 | 18 | 6 | 12 | 12 | 0 | 42 | 81 | 6 | 26 |
| TOTAL CARACAS | | | 17 | 1 | 0 | 53 | 18 | 6 | 12 | 12 | 0 | 42 | 81 | 6 | 26 |
| TOTAL VENEZUELA | | | 17 | 1 | 0 | 53 | 18 | 6 | 12 | 12 | 0 | 42 | 81 | 6 | 26 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | | |
|----------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|--|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ZAMBIA | | | | | | | | | | | | | | | | |
| LUSAKA | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 71 | 6 | 12 | 12 | 0 | 0 | 23 | 60 | 18 | 15 | |
| TOTAL LUSAKA | | | 17 | 0 | 0 | 71 | 6 | 12 | 12 | 0 | 0 | 23 | 60 | 18 | 15 | |
| TOTAL ZAMBIA | | | 17 | 0 | 0 | 71 | 6 | 12 | 12 | 0 | 0 | 23 | 60 | 18 | 15 | |
| ZIMBABWE | | | | | | | | | | | | | | | | |
| HARARE | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL HARARE | | | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL ZIMBABWE | | | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL HEATHROW | | | 32764 | 171 | 906 | 58 | 18 | 13 | 9 | 1 | 0 | 25 | 75 | 15 | 32548 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| SALZBURG | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 29 | 14 | 29 | 0 | 29 | 0 | 70 | 50 | 18 | 4 |
| TOTAL SALZBURG | | | 7 | 0 | 0 | 29 | 14 | 29 | 0 | 29 | 0 | 70 | 50 | 18 | 4 |
| TOTAL AUSTRIA | | | 7 | 0 | 0 | 29 | 14 | 29 | 0 | 29 | 0 | 70 | 50 | 18 | 4 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | MONARCH AIRLINES | C | 3 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL LARNACA | | | 4 | 2 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 36 | 64 | 14 |
| PAPHOS | BRITANNIA AIRWAYS | C | 18 | 0 | 1 | 44 | 6 | 28 | 22 | 0 | 0 | 37 | 75 | 8 | 16 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 20 | 75 | 11 | 8 |
| TOTAL PAPHOS | | | 26 | 1 | 1 | 46 | 8 | 31 | 15 | 0 | 0 | 32 | 75 | 8 | 28 |
| TOTAL CYPRUS | | | 30 | 3 | 1 | 50 | 7 | 30 | 13 | 0 | 0 | 30 | 62 | 27 | 42 |
| FINLAND | | | | | | | | | | | | | | | |
| ROVANIEMI | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL ROVANIEMI | | | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL FINLAND | | | 5 | 2 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 24 | 0 | 47 | 1 |
| FRANCE | | | | | | | | | | | | | | | |
| LYON | BRITANNIA AIRWAYS | C | 2 | 1 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 72 | 50 | 15 | 2 |
| TOTAL LYON | | | 3 | 1 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 50 | 33 | 20 | 3 |
| PARIS (CHARLES DE GAULLE) | SCOT AIRWAYS | S | 86 | 1 | 33 | 86 | 3 | 3 | 7 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 86 | 1 | 33 | 86 | 3 | 3 | 7 | 0 | 0 | 5 | 92 | 0 | 166 |
| TOTAL FRANCE | | | 89 | 2 | 33 | 84 | 3 | 4 | 8 | 0 | 0 | 7 | 91 | 1 | 169 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | RYANAIR | S | 156 | 6 | 17 | 78 | 11 | 7 | 4 | 0 | 0 | 8 | 84 | 5 | 120 |
| TOTAL DUBLIN | | | 156 | 6 | 17 | 78 | 11 | 7 | 4 | 0 | 0 | 8 | 84 | 5 | 120 |
| KERRY COUNTY | BA CITIEXPRESS (IOM) LTD | S | 28 | 3 | 3 | 57 | 14 | 14 | 14 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL KERRY COUNTY | | | 28 | 3 | 6 | 57 | 14 | 14 | 14 | 0 | 0 | 30 | 83 | 3 | 30 |
| WATERFORD | SCOT AIRWAYS | S | 82 | 3 | 18 | 59 | 18 | 17 | 5 | 1 | 0 | 20 | 69 | 15 | 59 |
| TOTAL WATERFORD | | | 82 | 3 | 18 | 59 | 18 | 17 | 5 | 1 | 0 | 20 | 69 | 15 | 59 |
| TOTAL IRISH REPUBLIC | | | 266 | 12 | 41 | 70 | 14 | 11 | 6 | 0 | 0 | 14 | 80 | 8 | 209 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | MONARCH AIRLINES | C | 8 | 2 | 2 | 75 | 0 | 0 | 25 | 0 | 0 | 38 | 0 | 0 | 0 |
| TOTAL OVDA | | | 8 | 2 | 2 | 75 | 0 | 0 | 25 | 0 | 0 | 38 | 0 | 0 | 0 |
| TOTAL ISRAEL | | | 8 | 2 | 2 | 75 | 0 | 0 | 25 | 0 | 0 | 38 | 0 | 38 | 2 |
| ITALY | | | | | | | | | | | | | | | |
| NAPLES | AIR FOYLE PASSENGER AIRLINES | C | 4 | 0 | 6 | 0 | 50 | 50 | 0 | 0 | 0 | 28 | 0 | 755 | 2 |
| | BRITANNIA AB | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 157 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--------------------------------|------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 NAPLES | | | 6 | 4 | 6 | 0 | 33 | 33 | 33 | 0 | 0 | 71 | 33 | 143 | 12 |
| PALERMO | AIR FOYLE PASSENGER AIRLINES | C | 5 | 0 | 5 | 40 | 0 | 0 | 20 | 40 | 0 | 124 | 0 | 791 | 1 |
| | BRITANNIA AB | C | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 179 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 82 | 0 | 0 | 0 |
| TOTAL PALERMO | | | 9 | 3 | 5 | 22 | 0 | 0 | 44 | 33 | 0 | 127 | 29 | 141 | 7 |
| ROME (CIAMPINO) | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TURIN | MY TRAVEL AIRWAYS UK | C | 2 | 1 | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL TURIN | | | 2 | 1 | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL ITALY | | | 20 | 8 | 13 | 25 | 10 | 20 | 30 | 15 | 0 | 83 | 32 | 142 | 19 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 46 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 2 |
| TOTAL MALTA | | | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 28 | 100 | 3 | 2 |
| TOTAL MALTA | | | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 28 | 100 | 3 | 2 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | SCOT AIRWAYS | S | 126 | 0 | 21 | 75 | 10 | 7 | 7 | 1 | 0 | 15 | 0 | 0 | 0 |
| TOTAL AMSTERDAM | | | 126 | 0 | 21 | 75 | 10 | 7 | 7 | 1 | 0 | 15 | 0 | 0 | 0 |
| TOTAL NETHERLANDS | | | 126 | 2 | 21 | 75 | 10 | 7 | 7 | 1 | 0 | 15 | 0 | 0 | 0 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 0 | 25 | 13 | 0 | 0 | 22 | 83 | -2 | 6 |
| TOTAL FUNCHAL | | | 8 | 1 | 0 | 63 | 0 | 25 | 13 | 0 | 0 | 22 | 83 | -2 | 6 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 1 | 0 | 63 | 0 | 25 | 13 | 0 | 0 | 22 | 83 | -2 | 6 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 25 | 25 | 116 | 8 |
| | MONARCH AIRLINES | S | 26 | 0 | 0 | 46 | 19 | 27 | 8 | 0 | 0 | 23 | 44 | 19 | 18 |
| TOTAL ALICANTE | | | 34 | 0 | 0 | 44 | 21 | 29 | 6 | 0 | 0 | 23 | 38 | 49 | 26 |
| BARCELONA | MONARCH AIRLINES | C | 3 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 3 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| MAHON | MONARCH AIRLINES | S | 9 | 0 | 1 | 56 | 0 | 44 | 0 | 0 | 0 | 22 | 90 | 1 | 10 |
| TOTAL MAHON | | | 9 | 0 | 1 | 56 | 0 | 44 | 0 | 0 | 0 | 22 | 90 | 1 | 10 |
| MALAGA | BRITANNIA AIRWAYS | C | 17 | 2 | 1 | 59 | 18 | 18 | 0 | 0 | 6 | 42 | 75 | 8 | 16 |
| | MONARCH AIRLINES | C | 3 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -15 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 28 | 0 | 0 | 64 | 11 | 25 | 0 | 0 | 0 | 14 | 73 | 6 | 26 |
| TOTAL MALAGA | | | 48 | 4 | 2 | 65 | 13 | 21 | 0 | 0 | 2 | 22 | 74 | 7 | 42 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 100 | -2 | 7 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 69 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 21 | 100 | -2 | 7 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL SPAIN | | | 102 | 6 | 3 | 56 | 15 | 25 | 3 | 0 | 1 | 22 | 66 | 19 | 86 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 9 | 1 | 1 | 78 | 0 | 11 | 0 | 0 | 11 | 66 | 75 | 6 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 25 | 13 | 63 | 0 | 0 | 0 | 28 | 64 | 8 | 14 |
| TOTAL ARRECIFE | | | 26 | 1 | 1 | 69 | 4 | 23 | 0 | 0 | 4 | 27 | 68 | 7 | 22 |
| FUERTEVENTURA | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 7 | 100 | -3 | 8 |
| TOTAL FUERTEVENTURA | | | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 7 | 100 | -3 | 8 |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 24 | 70 | 14 | 10 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 65 | 100 | -15 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL LAS PALMAS | | | 18 | 0 | 0 | 50 | 28 | 11 | 11 | 0 | 0 | 30 | 84 | 0 | 19 |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -25 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 43 | 75 | 12 | 16 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 0 | 0 | 0 |
| | FUTURA AIRLINES | C | 6 | 0 | 0 | 33 | 17 | 17 | 17 | 17 | 0 | 73 | 100 | -1 | 5 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 50 | 6 | 33 | 11 | 0 | 0 | 26 | 56 | 16 | 18 |
| | MONARCH AIRLINES | C | 13 | 0 | 1 | 38 | 8 | 38 | 15 | 0 | 0 | 29 | 58 | 10 | 12 |
| | VIVA | C | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 42 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 69 | 3 | 2 | 51 | 9 | 23 | 16 | 1 | 0 | 33 | 67 | 12 | 51 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 121 | 4 | 3 | 55 | 11 | 21 | 11 | 1 | 1 | 30 | 73 | 8 | 100 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL GOTEBORG | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL SWEDEN | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| ZURICH | EASYJET SWITZERLAND | C | 16 | 2 | 2 | 44 | 38 | 6 | 0 | 0 | 13 | 93 | 0 | 0 | 0 |
| TOTAL ZURICH | | | 16 | 2 | 2 | 44 | 38 | 6 | 0 | 0 | 13 | 93 | 0 | 0 | 0 |
| TOTAL SWITZERLAND | | | 16 | 2 | 2 | 44 | 38 | 6 | 0 | 0 | 13 | 93 | 67 | 16 | 3 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 10 | 0 | 2 | 60 | 30 | 10 | 0 | 0 | 0 | 12 | 78 | 14 | 9 |
| TOTAL MONASTIR | | | 10 | 0 | 2 | 60 | 30 | 10 | 0 | 0 | 0 | 12 | 78 | 14 | 9 |
| TOTAL TUNISIA | | | 10 | 0 | 2 | 60 | 30 | 10 | 0 | 0 | 0 | 12 | 78 | 14 | 9 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST CITY | BRITISH REGIONAL AIRLINES LTD | S | 63 | 5 | 5 | 59 | 17 | 10 | 10 | 5 | 0 | 31 | 79 | 11 | 107 |
| TOTAL BELFAST CITY | | | 63 | 5 | 5 | 59 | 17 | 10 | 10 | 5 | 0 | 31 | 79 | 11 | 107 |
| EAST MIDLANDS | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL EAST MIDLANDS | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| EDINBURGH | GB AIRWAYS LTD | S | 170 | 4 | 7 | 80 | 7 | 6 | 4 | 4 | 0 | 16 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|----------------------|--------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL EDINBURGH | | | 170 | 4 | 7 | 80 | 7 | 6 | 4 | 4 | 0 | 16 | 0 | 0 | 0 |
| GLASGOW | GB AIRWAYS LTD | S | 168 | 3 | 7 | 81 | 11 | 4 | 4 | 1 | 0 | 11 | 0 | 0 | 0 |
| TOTAL GLASGOW | | | 168 | 4 | 7 | 81 | 11 | 4 | 4 | 1 | 0 | 11 | 0 | 22 | 1 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 31 | 2 | 3 | 52 | 16 | 13 | 13 | 3 | 3 | 52 | 93 | 1 | 28 |
| TOTAL ISLE OF MAN | | | 31 | 2 | 3 | 52 | 16 | 13 | 13 | 3 | 3 | 52 | 93 | 1 | 28 |
| MANCHESTER | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 0 | 20 | 20 | 10 | 0 | 58 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 10 | 1 | 0 | 50 | 0 | 20 | 20 | 10 | 0 | 58 | 0 | 0 | 0 |
| NEWCASTLE | FIRST CHOICE AIRWAYS LTD | C | 6 | 2 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL NEWCASTLE | | | 6 | 3 | 2 | 67 | 0 | 17 | 17 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 455 | 20 | 24 | 75 | 10 | 6 | 6 | 3 | 0 | 20 | 82 | 9 | 171 |
| USA | | | | | | | | | | | | | | | |
| ORLANDO | MONARCH AIRLINES | C | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL ORLANDO | | | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL USA | | | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL LUTON | | | 1285 | 69 | 145 | 68 | 11 | 11 | 7 | 2 | 0 | 21 | 78 | 12 | 825 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-------------------------|---------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| AUSTRALIA | | | | | | | | | | | | | | | |
| ADELAIDE | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL ADELAIDE | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| MELBOURNE | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 25 | 54 | 4 |
| TOTAL MELBOURNE | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 25 | 54 | 4 |
| PERTH (AUSTRALIA) | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 55 | 50 | 23 | 2 |
| TOTAL PERTH (AUSTRALIA) | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 55 | 50 | 23 | 2 |
| SYDNEY | BRITANNIA AIRWAYS | C | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 26 | 67 | 14 | 3 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | -3 | 22 | 37 | 9 |
| TOTAL SYDNEY | | | 13 | 0 | 0 | 62 | 15 | 23 | 0 | 0 | 0 | 8 | 33 | 31 | 12 |
| TOTAL AUSTRALIA | | | 19 | 0 | 0 | 68 | 11 | 16 | 5 | 0 | 0 | 12 | 33 | 35 | 18 |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | LEISURE INTERNATIONAL | C | 9 | 0 | 3 | 33 | 0 | 0 | 44 | 11 | 11 | 145 | 50 | 35 | 8 |
| TOTAL INNSBRUCK | | | 9 | 0 | 3 | 33 | 0 | 0 | 44 | 11 | 11 | 145 | 50 | 35 | 8 |
| SALZBURG | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 10 | 86 | 8 | 7 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | -9 | 5 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 1 | 2 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 67 | 6 | 3 |
| TOTAL SALZBURG | | | 13 | 1 | 3 | 77 | 15 | 8 | 0 | 0 | 0 | 9 | 80 | 2 | 15 |
| VIENNA | LAUDA-AIR | S | 52 | 0 | 0 | 65 | 23 | 4 | 8 | 0 | 0 | 15 | 70 | 10 | 50 |
| TOTAL VIENNA | | | 52 | 0 | 0 | 65 | 23 | 4 | 8 | 0 | 0 | 15 | 70 | 10 | 50 |
| TOTAL AUSTRIA | | | 74 | 1 | 6 | 64 | 19 | 4 | 11 | 1 | 1 | 30 | 70 | 11 | 73 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 51 | 75 | -9 | 4 |
| | LEISURE INTL AIRWAYS LTD | C | 3 | 0 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 98 | 100 | -3 | 1 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 33 | 11 | 11 | 44 | 0 | 0 | 58 | 14 | 46 | 7 |
| TOTAL BRIDGETOWN | | | 20 | 0 | 0 | 25 | 15 | 15 | 40 | 5 | 0 | 61 | 42 | 24 | 12 |
| TOTAL BARBADOS | | | 20 | 0 | 0 | 25 | 15 | 15 | 40 | 5 | 0 | 61 | 42 | 24 | 12 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRITISH AIRWAYS PLC | S | 76 | 0 | 1 | 70 | 11 | 12 | 7 | 1 | 0 | 20 | 72 | 14 | 83 |
| | SABENA | S | 49 | 3 | 6 | 82 | 8 | 10 | 0 | 0 | 0 | 8 | 85 | 6 | 52 |
| | VIRGIN EXPRESS | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL BRUSSELS | | | 127 | 3 | 7 | 74 | 9 | 12 | 4 | 1 | 0 | 15 | 77 | 11 | 135 |
| TOTAL BELGIUM | | | 128 | 3 | 7 | 74 | 9 | 12 | 4 | 1 | 0 | 15 | 77 | 11 | 135 |
| BULGARIA | | | | | | | | | | | | | | | |
| PLOVDIV | AIR VIA BULGARIAN AIRWAYS | C | 3 | 0 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 111 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL PLOVDIV | | | 7 | 0 | 1 | 43 | 0 | 29 | 29 | 0 | 0 | 52 | 100 | 12 | 1 |
| SOFIA | BALKAN BULGARIAN AIRLINES | C | 4 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 155 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 73 | 67 | 30 | 3 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---------------------------------|--------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SOFIA | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 33 | 0 | 0 | 67 | 0 | 0 | 71 | 60 | 9 | 5 |
| TOTAL SOFIA | | | 10 | 0 | 1 | 10 | 0 | 30 | 40 | 20 | 0 | 105 | 60 | 20 | 10 |
| TOTAL BULGARIA | | | 17 | 0 | 2 | 24 | 0 | 29 | 35 | 12 | 0 | 83 | 64 | 20 | 11 |
| CANADA | | | | | | | | | | | | | | | |
| TORONTO | AIR CANADA | S | 46 | 0 | 0 | 11 | 11 | 26 | 46 | 7 | 0 | 79 | 83 | 6 | 24 |
| | AIR CLUB INTERNATIONAL | C | 4 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 193 | 0 | 0 | 0 |
| | AIR TRANSAT | C | 6 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 44 | 0 | 25 | 2 |
| TOTAL TORONTO | | | 56 | 0 | 0 | 14 | 9 | 21 | 46 | 9 | 0 | 83 | 77 | 8 | 26 |
| TOTAL CANADA | | | 56 | 0 | 0 | 14 | 9 | 21 | 46 | 9 | 0 | 83 | 77 | 8 | 26 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 18 | 0 | 0 | 56 | 28 | 17 | 0 | 0 | 0 | 15 | 59 | 25 | 22 |
| | FIRST CHOICE AIRWAYS LTD | S | 8 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 14 | 1 | 0 | 50 | 14 | 14 | 21 | 0 | 0 | 33 | 38 | 24 | 8 |
| TOTAL LARNACA | | | 41 | 1 | 1 | 54 | 17 | 22 | 7 | 0 | 0 | 21 | 48 | 25 | 42 |
| PAPHOS | BRITANNIA AIRWAYS | C | 20 | 0 | 1 | 60 | 25 | 10 | 5 | 0 | 0 | 16 | 61 | 19 | 18 |
| | FIRST CHOICE AIRWAYS LTD | S | 15 | 1 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 37 | 80 | 3 | 10 |
| TOTAL PAPHOS | | | 39 | 2 | 1 | 62 | 26 | 8 | 5 | 0 | 0 | 13 | 70 | 12 | 43 |
| TOTAL CYPRUS | | | 80 | 3 | 2 | 58 | 21 | 15 | 6 | 0 | 0 | 17 | 59 | 19 | 85 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | CSA | S | 16 | 0 | 2 | 63 | 6 | 6 | 25 | 0 | 0 | 27 | 88 | -2 | 16 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 5 | 100 | -21 | 2 |
| TOTAL PRAGUE | | | 18 | 0 | 2 | 61 | 11 | 6 | 22 | 0 | 0 | 25 | 90 | -4 | 20 |
| TOTAL CZECH REPUBLIC | | | 18 | 0 | 2 | 61 | 11 | 6 | 22 | 0 | 0 | 25 | 90 | -4 | 20 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | NEWAIR AIR SERVICE | S | 60 | 0 | 16 | 88 | 5 | 0 | 3 | 3 | 0 | 9 | 73 | 12 | 88 |
| TOTAL BILLUND | | | 60 | 0 | 16 | 88 | 5 | 0 | 3 | 3 | 0 | 9 | 73 | 12 | 88 |
| COPENHAGEN | AER LINGUS | S | 59 | 0 | 1 | 73 | 7 | 8 | 12 | 0 | 0 | 14 | 97 | -2 | 60 |
| | SAS | S | 141 | 0 | 4 | 70 | 13 | 9 | 8 | 0 | 0 | 13 | 87 | 4 | 102 |
| TOTAL COPENHAGEN | | | 200 | 0 | 5 | 71 | 12 | 9 | 9 | 0 | 0 | 14 | 91 | 2 | 162 |
| TOTAL DENMARK | | | 260 | 0 | 21 | 75 | 10 | 7 | 8 | 1 | 0 | 13 | 84 | 5 | 250 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 0 | 13 | 38 | 0 | 0 | 34 | 17 | 123 | 12 |
| | MONARCH AIRLINES | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 8 | 3 |
| TOTAL PUERTO PLATA | | | 11 | 0 | 1 | 64 | 0 | 9 | 27 | 0 | 0 | 26 | 37 | 86 | 19 |
| SANTO DOMINGO | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 66 | 0 | 0 | 0 |
| | LEISURE INTL AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL SANTO DOMINGO | | | 8 | 0 | 0 | 38 | 0 | 38 | 25 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL DOMINICAN REPUBLIC | | | 19 | 0 | 1 | 53 | 0 | 21 | 26 | 0 | 0 | 35 | 37 | 86 | 19 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--|--------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| EGYPT | | | | | | | | | | | | | | | |
| LUXOR | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 0 | 50 | 10 | 40 | 0 | 0 | 56 | 88 | 7 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 10 | 40 | 10 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL LUXOR | | | 20 | 0 | 0 | 20 | 30 | 25 | 25 | 0 | 0 | 42 | 78 | 56 | 18 |
| TOTAL EGYPT | | | 20 | 0 | 0 | 20 | 30 | 25 | 25 | 0 | 0 | 42 | 73 | 50 | 22 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 62 | 0 | 2 | 58 | 21 | 11 | 10 | 0 | 0 | 16 | 48 | 18 | 58 |
| TOTAL HELSINKI | | | 62 | 0 | 2 | 58 | 21 | 11 | 10 | 0 | 0 | 16 | 48 | 18 | 58 |
| IVALO | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| TOTAL IVALO | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| KITTLA | MONARCH AIRLINES | C | 10 | 0 | 0 | 40 | 20 | 30 | 10 | 0 | 0 | 25 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| TOTAL KITTLA | | | 12 | 0 | 0 | 50 | 17 | 25 | 8 | 0 | 0 | 20 | 0 | 0 | 0 |
| ROVANIEMI | BRITANNIA AIRWAYS | C | 12 | 0 | 0 | 25 | 42 | 25 | 8 | 0 | 0 | 29 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 7 | 0 | 0 | 29 | 0 | 14 | 57 | 0 | 0 | 64 | 50 | 16 | 2 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 50 | 47 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL ROVANIEMI | | | 27 | 0 | 0 | 41 | 22 | 19 | 19 | 0 | 0 | 33 | 35 | 28 | 20 |
| TOTAL FINLAND | | | 103 | 0 | 2 | 53 | 20 | 15 | 12 | 0 | 0 | 20 | 43 | 26 | 89 |
| FRANCE | | | | | | | | | | | | | | | |
| BEAUVAIS | MY TRAVEL AIRWAYS UK | C | 11 | 0 | 0 | 55 | 0 | 0 | 27 | 18 | 0 | 68 | 0 | 0 | 0 |
| TOTAL BEAUVAIS | | | 11 | 0 | 0 | 55 | 0 | 0 | 27 | 18 | 0 | 68 | 83 | 12 | 18 |
| CHAMBERY | AER LINGUS | C | 7 | 0 | 0 | 29 | 14 | 29 | 29 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL CHAMBERY | | | 7 | 0 | 0 | 29 | 14 | 29 | 29 | 0 | 0 | 37 | 0 | 0 | 0 |
| GRENOBLE | FIRST CHOICE AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 67 | 15 | 3 |
| TOTAL GRENOBLE | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 67 | 15 | 3 |
| LYON | AIR LITTORAL | S | 66 | 0 | 4 | 77 | 3 | 11 | 8 | 2 | 0 | 12 | 85 | 4 | 74 |
| | BRITANNIA AB | C | 3 | 0 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 80 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 17 | 33 | 50 | 0 | 0 | 0 | 29 | 38 | 55 | 8 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 271 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 2 | 0 | 50 | 50 | 0 | 0 | 0 | 26 | 60 | 27 | 5 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 32 | 60 | 10 | 5 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 220 | 0 | 0 | 0 |
| TOTAL LYON | | | 89 | 0 | 7 | 61 | 6 | 18 | 8 | 6 | 2 | 38 | 74 | 12 | 107 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 167 | 0 | 9 | 79 | 8 | 6 | 6 | 1 | 0 | 13 | 92 | 2 | 196 |
| | BRITISH AIRWAYS PLC | S | 202 | 0 | 32 | 78 | 8 | 6 | 4 | 2 | 0 | 15 | 90 | 3 | 241 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 370 | 0 | 43 | 78 | 8 | 6 | 5 | 2 | 0 | 15 | 91 | 3 | 441 |
| TARBES-LOURDES INTERNATIONAL | ALL LEISURE AIRLINES LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 140 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 75 | -2 | 4 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|---|--------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 TARBES-LOURDES INTERNATIONAL | | | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 76 | 75 | -2 | 4 |
| TOULOUSE (BLAGNAC) | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 100 | 5 | 3 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 67 | 16 | 3 |
| | MONARCH AIRLINES | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 25 | 60 | 4 |
| TOTAL TOULOUSE (BLAGNAC) | | | 9 | 3 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 30 | 10 |
| TOTAL FRANCE | | | 494 | 3 | 51 | 74 | 8 | 8 | 7 | 3 | 0 | 20 | 85 | 7 | 650 |
| GAMBIA | | | | | | | | | | | | | | | |
| BANJUL | FIRST CHOICE AIRWAYS LTD | C | 4 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 14 | 29 | 43 | 14 | 0 | 0 | 50 | 0 | 0 | 0 |
| TOTAL BANJUL | | | 11 | 1 | 1 | 45 | 18 | 27 | 9 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL GAMBIA | | | 11 | 1 | 1 | 45 | 18 | 27 | 9 | 0 | 0 | 32 | 0 | 0 | 0 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 136 | 1 | 2 | 84 | 9 | 4 | 3 | 0 | 0 | 5 | 93 | 1 | 144 |
| | LUFTHANSA | S | 92 | 0 | 5 | 82 | 11 | 5 | 2 | 0 | 0 | 7 | 93 | -2 | 92 |
| TOTAL DUSSELDORF | | | 228 | 1 | 7 | 83 | 10 | 5 | 3 | 0 | 0 | 6 | 93 | 0 | 236 |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 111 | 3 | 2 | 82 | 11 | 4 | 3 | 1 | 0 | 9 | 90 | 2 | 114 |
| | LUFTHANSA | S | 110 | 0 | 14 | 68 | 19 | 7 | 5 | 0 | 0 | 12 | 84 | 6 | 106 |
| TOTAL FRANKFURT MAIN | | | 221 | 3 | 16 | 75 | 15 | 5 | 4 | 0 | 0 | 11 | 87 | 4 | 220 |
| HAMBURG | LUFTHANSA CITY LINE | S | 44 | 0 | 2 | 75 | 14 | 2 | 9 | 0 | 0 | 12 | 92 | 2 | 52 |
| TOTAL HAMBURG | | | 44 | 0 | 2 | 75 | 14 | 2 | 9 | 0 | 0 | 12 | 89 | 1 | 102 |
| HANOVER | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 67 | 12 | 3 | 18 | 0 | 0 | 19 | 78 | 10 | 60 |
| TOTAL HANOVER | | | 60 | 0 | 0 | 67 | 12 | 3 | 18 | 0 | 0 | 19 | 78 | 10 | 60 |
| MUNICH | BRITISH AIRWAYS PLC | S | 58 | 0 | 0 | 64 | 16 | 19 | 2 | 0 | 0 | 15 | 83 | 8 | 58 |
| | LUFTHANSA CITY LINE | S | 88 | 0 | 6 | 64 | 19 | 2 | 14 | 1 | 0 | 20 | 71 | 11 | 52 |
| TOTAL MUNICH | | | 146 | 0 | 6 | 64 | 18 | 9 | 9 | 1 | 0 | 18 | 77 | 10 | 110 |
| TOTAL GERMANY | | | 699 | 4 | 31 | 75 | 13 | 6 | 6 | 0 | 0 | 12 | 87 | 4 | 771 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | GB AIRWAYS LTD | S | 14 | 0 | 2 | 57 | 0 | 7 | 29 | 0 | 7 | 101 | 56 | 14 | 16 |
| TOTAL GIBRALTAR | | | 14 | 0 | 2 | 57 | 0 | 7 | 29 | 0 | 7 | 101 | 56 | 14 | 16 |
| TOTAL GIBRALTAR | | | 14 | 0 | 2 | 57 | 0 | 7 | 29 | 0 | 7 | 101 | 56 | 14 | 16 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| TOTAL ATHENS | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 86 | 6 | 43 |
| TOTAL GREECE | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 4 | 86 | 6 | 43 |
| HONG KONG | | | | | | | | | | | | | | | |
| HONG KONG (CHEP LAP KOK) | CATHAY PACIFIC AIRWAYS | S | 58 | 0 | 4 | 76 | 9 | 9 | 5 | 2 | 0 | 10 | 87 | 4 | 62 |
| TOTAL HONG KONG (CHEP LAP KOK) | | | 58 | 0 | 4 | 76 | 9 | 9 | 5 | 2 | 0 | 10 | 87 | 4 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|----------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL HONG KONG | | | 58 | 0 | 4 | 76 | 9 | 9 | 5 | 2 | 0 | 10 | 87 | 4 | 62 |
| INDIA | | | | | | | | | | | | | | | |
| GOA | BRITANNIA AIRWAYS | C | 9 | 1 | 0 | 44 | 0 | 33 | 22 | 0 | 0 | 40 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 9 | 0 | 1 | 22 | 11 | 44 | 11 | 11 | 0 | 60 | 40 | 33 | 10 |
| | MONARCH AIRLINES | C | 9 | 0 | 0 | 33 | 0 | 22 | 33 | 11 | 0 | 71 | 80 | 0 | 10 |
| TOTAL GOA | | | 27 | 1 | 1 | 33 | 4 | 33 | 22 | 7 | 0 | 57 | 60 | 17 | 20 |
| MUMBAI | AIR INDIA | S | 18 | 2 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL MUMBAI | | | 18 | 2 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL INDIA | | | 45 | 3 | 1 | 38 | 7 | 29 | 22 | 4 | 0 | 48 | 60 | 17 | 20 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | BRITISH REGIONAL AIRLINES LTD | S | 32 | 0 | 0 | 72 | 6 | 3 | 9 | 9 | 0 | 37 | 90 | -2 | 30 |
| TOTAL CONNAUGHT | | | 32 | 2 | 0 | 72 | 6 | 3 | 9 | 9 | 0 | 37 | 90 | -2 | 30 |
| CORK | AER LINGUS | S | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | -3 | 100 | -10 | 6 |
| | BRITISH REGIONAL AIRLINES LTD | S | 101 | 0 | 0 | 78 | 12 | 7 | 0 | 2 | 1 | 15 | 91 | 5 | 100 |
| TOTAL CORK | | | 121 | 0 | 0 | 81 | 11 | 6 | 0 | 2 | 1 | 12 | 92 | 4 | 106 |
| DUBLIN | AER LINGUS | S | 304 | 0 | 4 | 84 | 8 | 5 | 3 | 0 | 0 | 6 | 91 | 1 | 266 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | RYANAIR | S | 267 | 0 | 4 | 75 | 7 | 11 | 6 | 1 | 0 | 15 | 84 | 7 | 176 |
| TOTAL DUBLIN | | | 576 | 1 | 11 | 80 | 7 | 8 | 5 | 1 | 0 | 10 | 88 | 4 | 486 |
| SHANNON | BRITISH REGIONAL AIRLINES LTD | S | 50 | 0 | 2 | 76 | 12 | 12 | 0 | 0 | 0 | 7 | 90 | 1 | 49 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 52 | 0 | 2 | 75 | 12 | 13 | 0 | 0 | 0 | 7 | 90 | 1 | 51 |
| TOTAL IRISH REPUBLIC | | | 781 | 3 | 13 | 79 | 8 | 8 | 4 | 1 | 0 | 11 | 89 | 3 | 699 |
| ISRAEL | | | | | | | | | | | | | | | |
| OVDA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 10 | 50 | 21 | 8 |
| | EL AL | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL OVDA | | | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 56 | 17 | 16 |
| TEL AVIV | EL AL | S | 14 | 1 | 0 | 79 | 7 | 14 | 0 | 0 | 0 | 6 | 100 | -10 | 19 |
| TOTAL TEL AVIV | | | 14 | 1 | 0 | 79 | 7 | 14 | 0 | 0 | 0 | 6 | 100 | -10 | 19 |
| TOTAL ISRAEL | | | 24 | 1 | 0 | 71 | 21 | 8 | 0 | 0 | 0 | 8 | 80 | 2 | 35 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | BRITISH AIRWAYS PLC | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 33 | 0 | 0 | 67 | 0 | 0 | 72 | 100 | -3 | 3 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 0 | 0 | 33 | 0 | 67 | 0 | 165 | 0 | 0 | 0 |
| TOTAL BERGAMO | | | 9 | 0 | 2 | 33 | 0 | 22 | 22 | 22 | 0 | 86 | 78 | 60 | 9 |
| GENOA | MONARCH AIRLINES | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL GENOA | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| MILAN (LINATE) | BRITISH AIRWAYS PLC | S | 92 | 0 | 0 | 77 | 10 | 5 | 8 | 0 | 0 | 12 | 77 | 18 | 92 |
| TOTAL MILAN (LINATE) | | | 92 | 0 | 0 | 77 | 10 | 5 | 8 | 0 | 0 | 12 | 77 | 18 | 92 |

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 | | | | | | | DEC 1994 | | |
|-------------------------------|--------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| NAPLES | SABENA | S | 21 | 0 | 4 | 57 | 24 | 10 | 10 | 0 | 0 | 21 | 89 | 3 | 27 |
| TOTAL NAPLES | | | 21 | 0 | 4 | 57 | 24 | 10 | 10 | 0 | 0 | 21 | 89 | 3 | 27 |
| ROME (CIAMPINO) | FIRST CHOICE AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 19 | 2 | 3 | 63 | 21 | 0 | 16 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 21 | 2 | 3 | 57 | 24 | 5 | 14 | 0 | 0 | 23 | 50 | 13 | 2 |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 46 | 0 | 0 | 67 | 20 | 9 | 4 | 0 | 0 | 13 | 86 | 9 | 51 |
| | SABENA | S | 101 | 0 | 23 | 61 | 17 | 16 | 6 | 0 | 0 | 14 | 66 | 12 | 118 |
| TOTAL ROME (FIUMICINO) | | | 147 | 0 | 23 | 63 | 18 | 14 | 5 | 0 | 0 | 14 | 75 | 10 | 222 |
| TURIN | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 27 | 67 | 11 | 3 |
| | BRITISH AIRWAYS PLC | C | 3 | 0 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 44 | 100 | 9 | 3 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 2 | 88 | 13 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 3 |
| | MONARCH AIRLINES | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 80 | 14 | 5 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 33 | 0 | 67 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL TURIN | | | 20 | 0 | 5 | 55 | 25 | 15 | 5 | 0 | 0 | 17 | 86 | 10 | 14 |
| VENICE | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL VENICE | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 46 | 0 | 0 | 0 |
| VERONA | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 67 | 0 | 0 | 0 | 0 | 33 | 127 | 67 | 15 | 3 |
| | LEISURE INTERNATIONAL | C | 3 | 0 | 1 | 0 | 0 | 33 | 0 | 0 | 67 | 348 | 33 | 37 | 3 |
| TOTAL VERONA | | | 6 | 0 | 2 | 33 | 0 | 17 | 0 | 0 | 50 | 238 | 50 | 33 | 8 |
| TOTAL ITALY | | | 322 | 4 | 39 | 65 | 16 | 11 | 7 | 1 | 1 | 21 | 76 | 13 | 374 |
| JAMAICA | | | | | | | | | | | | | | | |
| MONTEGO BAY | LEISURE INTL AIRWAYS LTD | C | 7 | 0 | 0 | 29 | 57 | 0 | 14 | 0 | 0 | 20 | 50 | 26 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 33 | 33 | 11 | 22 | 0 | 0 | 47 | 43 | 32 | 7 |
| TOTAL MONTEGO BAY | | | 16 | 0 | 0 | 31 | 44 | 6 | 19 | 0 | 0 | 35 | 47 | 29 | 15 |
| TOTAL JAMAICA | | | 16 | 0 | 0 | 31 | 44 | 6 | 19 | 0 | 0 | 35 | 47 | 29 | 15 |
| KENYA | | | | | | | | | | | | | | | |
| MOMBASA | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 67 | 0 | 22 | 0 | 11 | 0 | 33 | 75 | -1 | 8 |
| TOTAL MOMBASA | | | 9 | 0 | 0 | 67 | 0 | 22 | 0 | 11 | 0 | 33 | 63 | 13 | 24 |
| TOTAL KENYA | | | 9 | 0 | 0 | 67 | 0 | 22 | 0 | 11 | 0 | 33 | 63 | 13 | 24 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 38 | 0 | 2 | 74 | 18 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL LUXEMBOURG | | | 38 | 0 | 2 | 74 | 18 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL LUXEMBOURG | | | 38 | 0 | 2 | 74 | 18 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 5 | 55 | 19 | 20 |
| | AIR MALTA | C | 22 | 0 | 0 | 59 | 14 | 18 | 9 | 0 | 0 | 12 | 81 | 27 | 26 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 89 | 4 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 18 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 23 | 25 | 35 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 12 | 0 | 0 | 25 | 17 | 0 | 42 | 17 | 0 | 87 | 0 | 0 | 0 |
| TOTAL MALTA | | | 80 | 0 | 0 | 61 | 14 | 9 | 14 | 3 | 0 | 25 | 68 | 19 | 84 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL MALTA | | | 80 | 0 | 0 | 61 | 14 | 9 | 14 | 3 | 0 | 25 | 68 | 19 | 84 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | CALEDONIAN AIRWAYS | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| TOTAL AGADIR | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -12 | 56 | 31 | 18 |
| TOTAL MOROCCO | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -12 | 56 | 31 | 18 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | AIR HOLLAND | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 41 | 0 | 0 | 0 |
| | AIR OPERATIONS EUROPE | C | 2 | 0 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 74 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 3 | 1 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 76 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 168 | 0 | 2 | 79 | 11 | 10 | 1 | 1 | 0 | 10 | 86 | 5 | 174 |
| | KLM | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | KLM UK LTD | S | 220 | 0 | 14 | 69 | 13 | 6 | 11 | 1 | 0 | 20 | 71 | 12 | 218 |
| | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| | MARTINAIR HOLLAND | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 42 | 100 | -30 | 1 |
| | MONARCH AIRLINES | C | 5 | 0 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 44 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 1 | 1 | 0 | 29 | 43 | 29 | 0 | 0 | 49 | 0 | 0 | 0 |
| | SCOT AIRWAYS | S | 52 | 0 | 8 | 52 | 29 | 15 | 4 | 0 | 0 | 16 | 49 | 16 | 51 |
| | TRANSAVIA | C | 12 | 2 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 64 | 0 | 0 | 0 |
| | VIRGIN EXPRESS | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 82 | 0 | 0 | 0 |
| TOTAL AMSTERDAM | | | 481 | 4 | 26 | 66 | 14 | 10 | 9 | 1 | 0 | 19 | 75 | 10 | 444 |
| EINDHOVEN | B A S E BUSINESS AIRLINES | S | 58 | 0 | 6 | 71 | 10 | 10 | 9 | 0 | 0 | 15 | 63 | 11 | 63 |
| TOTAL EINDHOVEN | | | 58 | 0 | 6 | 71 | 10 | 10 | 9 | 0 | 0 | 15 | 63 | 11 | 63 |
| ROTTERDAM | BRITISH REGIONAL AIRLINES LTD | S | 43 | 0 | 2 | 65 | 23 | 0 | 12 | 0 | 0 | 18 | 0 | 0 | 0 |
| | STAR AIR | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL ROTTERDAM | | | 46 | 0 | 2 | 63 | 22 | 0 | 15 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL NETHERLANDS | | | 585 | 4 | 34 | 66 | 14 | 10 | 10 | 1 | 0 | 19 | 73 | 10 | 507 |
| NEW ZEALAND | | | | | | | | | | | | | | | |
| AUCKLAND INTERNATIONAL | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| TOTAL AUCKLAND INTERNATIONAL | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| TOTAL NEW ZEALAND | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| NORWAY | | | | | | | | | | | | | | | |
| BERGEN | MONARCH AIRLINES | C | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL BERGEN | | | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 20 | 0 | 0 | 0 |
| OSLO (FORNEBU) | SAS | S | 20 | 0 | 1 | 80 | 15 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL OSLO (FORNEBU) | | | 20 | 0 | 1 | 80 | 15 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TRONDHEIM (VAERNES) | BRAATHENS ASA | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL TRONDHEIM (VAERNES) | | | 3 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 34 | 3 | 1 | 74 | 9 | 12 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | BRITISH AIRWAYS PLC | S | 16 | 0 | 1 | 0 | 13 | 38 | 50 | 0 | 0 | 74 | 0 | 61 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--|--------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 18 | 0 | 0 | 6 | 44 | 28 | 22 | 0 | 0 | 44 | 5 | 101 | 19 |
| TOTAL ISLAMABAD | | | 34 | 1 | 1 | 3 | 29 | 32 | 35 | 0 | 0 | 58 | 3 | 81 | 37 |
| TOTAL PAKISTAN | | | 34 | 1 | 1 | 3 | 29 | 32 | 35 | 0 | 0 | 58 | 3 | 81 | 37 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | -5 | 100 | 3 | 6 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 41 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 14 | 0 | 0 | 71 | 21 | 0 | 7 | 0 | 0 | 10 | 82 | 7 | 22 |
| | LEISURE INTERNATIONAL | C | 3 | 0 | 1 | 0 | 0 | 0 | 67 | 0 | 33 | 208 | 80 | 6 | 10 |
| | MONARCH AIRLINES | C | 28 | 0 | 0 | 68 | 29 | 4 | 0 | 0 | 0 | 8 | 78 | 2 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL FARO | | | 73 | 2 | 1 | 68 | 21 | 3 | 7 | 0 | 1 | 17 | 81 | 5 | 75 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 73 | 2 | 1 | 68 | 21 | 3 | 7 | 0 | 1 | 17 | 81 | 5 | 75 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | EXCALIBUR AIRWAYS | C | 16 | 0 | 0 | 63 | 6 | 6 | 25 | 0 | 0 | 25 | 88 | -2 | 16 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | -2 | 8 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 0 | 28 | 100 | -3 | 8 |
| TOTAL FUNCHAL | | | 32 | 0 | 0 | 63 | 13 | 9 | 16 | 0 | 0 | 20 | 94 | -2 | 32 |
| TOTAL PORTUGAL(MADEIRA) | | | 32 | 0 | 0 | 63 | 13 | 9 | 16 | 0 | 0 | 20 | 94 | -2 | 32 |
| PUERTO RICO | | | | | | | | | | | | | | | |
| SAN JUAN (PUERTO RICO) | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 40 | 0 | 40 | 10 | 0 | 10 | 69 | 50 | 47 | 6 |
| TOTAL SAN JUAN (PUERTO RICO) | | | 10 | 0 | 0 | 40 | 0 | 40 | 10 | 0 | 10 | 69 | 50 | 47 | 6 |
| TOTAL PUERTO RICO | | | 10 | 0 | 0 | 40 | 0 | 40 | 10 | 0 | 10 | 69 | 50 | 47 | 6 |
| RUMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 2 | 67 | 33 | 0 | 0 | 0 | 0 | -1 | 33 | 34 | 3 |
| | TAROM | S | 10 | 1 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 39 | 66 | 18 |
| TOTAL BUCHAREST (OTOPENI) | | | 13 | 1 | 2 | 77 | 23 | 0 | 0 | 0 | 0 | 2 | 38 | 58 | 24 |
| TOTAL RUMANIA | | | 13 | 1 | 2 | 77 | 23 | 0 | 0 | 0 | 0 | 2 | 38 | 58 | 24 |
| RUSSIA | | | | | | | | | | | | | | | |
| MOSCOW (SHEREMETYEVO) | AEROFLOT | S | 8 | 0 | 2 | 50 | 0 | 25 | 25 | 0 | 0 | 39 | 72 | 11 | 18 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | 8 | 0 | 2 | 50 | 0 | 25 | 25 | 0 | 0 | 39 | 72 | 11 | 18 |
| TOTAL RUSSIA | | | 8 | 0 | 2 | 50 | 0 | 25 | 25 | 0 | 0 | 39 | 72 | 11 | 18 |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 28 | 0 | 0 | 57 | 11 | 29 | 4 | 0 | 0 | 10 | 82 | 7 | 28 |
| TOTAL SINGAPORE | | | 28 | 0 | 0 | 57 | 11 | 29 | 4 | 0 | 0 | 10 | 82 | 7 | 28 |
| TOTAL SINGAPORE | | | 28 | 0 | 0 | 57 | 11 | 29 | 4 | 0 | 0 | 10 | 82 | 7 | 28 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | AIR EUROPA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | AIR OPERATIONS EUROPE | C | 5 | 0 | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--------------------------------|--------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | BRITANNIA AIRWAYS | C | 49 | 0 | 2 | 53 | 16 | 24 | 6 | 0 | 0 | 21 | 72 | 6 | 57 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | EXCEL AIRWAYS LTD | C | 16 | 0 | 0 | 6 | 25 | 38 | 19 | 13 | 0 | 72 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 26 | 0 | 0 | 27 | 23 | 35 | 15 | 0 | 0 | 37 | 85 | 5 | 20 |
| | MONARCH AIRLINES | C | 32 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 4 | 71 | 15 | 24 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 2 | 0 | 50 | 28 | 11 | 11 | 0 | 0 | 27 | 50 | 13 | 2 |
| | TOTAL ALICANTE | | | 152 | 2 | 4 | 49 | 20 | 22 | 8 | 1 | 0 | 26 | 72 | 12 |
| ALMERIA | BRITANNIA AIRWAYS | C | 8 | 2 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 50 | 70 | 10 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL ALMERIA | | | 10 | 2 | 0 | 30 | 20 | 30 | 20 | 0 | 0 | 47 | 67 | 15 | 12 |
| BARCELONA | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 48 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 48 | 0 | 0 | 0 |
| GERONA | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL GERONA | | | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 16 | 0 | 38 | 2 |
| MADRID | BRITISH AIRWAYS PLC | S | 50 | 0 | 0 | 86 | 4 | 4 | 4 | 2 | 0 | 9 | 84 | 5 | 50 |
| | IBERIA | S | 60 | 0 | 0 | 72 | 15 | 7 | 7 | 0 | 0 | 12 | 97 | -4 | 60 |
| TOTAL MADRID | | | 110 | 0 | 0 | 78 | 10 | 5 | 5 | 1 | 0 | 11 | 91 | 0 | 110 |
| MALAGA | AIR OPERATIONS EUROPE | C | 5 | 0 | 1 | 20 | 40 | 40 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 37 | 0 | 1 | 59 | 5 | 22 | 14 | 0 | 0 | 21 | 48 | 21 | 33 |
| | EXCEL AIRWAYS LTD | C | 23 | 0 | 1 | 26 | 35 | 17 | 17 | 4 | 0 | 46 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 30 | 0 | 0 | 63 | 13 | 3 | 20 | 0 | 0 | 28 | 78 | 6 | 18 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 63 | 18 | 8 |
| | MONARCH AIRLINES | C | 37 | 0 | 1 | 73 | 14 | 5 | 8 | 0 | 0 | 14 | 68 | 26 | 22 |
| | MY TRAVEL AIRWAYS UK | C | 22 | 1 | 0 | 45 | 27 | 18 | 5 | 5 | 0 | 29 | 0 | 0 | 0 |
| | VIVA | C | 5 | 0 | 3 | 60 | 40 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 161 | 1 | 7 | 55 | 19 | 13 | 12 | 1 | 0 | 25 | 62 | 22 | 124 |
| PALMA DE MALLORCA | AIR EUROPA | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 25 | 1 | 0 | 88 | 0 | 4 | 8 | 0 | 0 | 12 | 79 | 5 | 29 |
| | CENTENNIAL AIRLINES | S | 6 | 0 | 4 | 0 | 67 | 33 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 15 | 100 | -5 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 2 | 0 | 50 | 28 | 17 | 6 | 0 | 0 | 20 | 100 | -5 | 6 |
| TOTAL PALMA DE MALLORCA | | | 59 | 3 | 4 | 63 | 17 | 12 | 8 | 0 | 0 | 18 | 75 | 22 | 55 |
| TOTAL SPAIN | | | 500 | 8 | 15 | 59 | 17 | 14 | 9 | 1 | 0 | 22 | 74 | 13 | 442 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 62 | 31 | 0 | 8 | 0 | 0 | 18 | 71 | 3 | 14 |
| | CALEDONIAN AIRWAYS | C | 9 | 0 | 1 | 0 | 11 | 11 | 78 | 0 | 0 | 96 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 217 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 26 | 0 | 0 | 65 | 15 | 4 | 15 | 0 | 0 | 17 | 80 | 19 | 20 |
| | FUTURA AIRLINES | C | 3 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 139 | 100 | -12 | 2 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 80 | 58 | 22 | 12 |
| | MONARCH AIRLINES | C | 13 | 1 | 1 | 8 | 31 | 31 | 31 | 0 | 0 | 44 | 60 | 9 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 17 | 6 | 6 | 50 | 22 | 0 | 94 | 70 | 9 | 10 |
| | OASIS INTERNATIONAL | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 1 | 100 | -20 | 10 |
| TOTAL ARRECIFE | | | 108 | 1 | 2 | 41 | 19 | 8 | 25 | 7 | 0 | 47 | 69 | 15 | 102 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--|--------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| FUERTEVENTURA | BRITANNIA AB | C | 10 | 0 | 0 | 20 | 0 | 0 | 80 | 0 | 0 | 73 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 11 | 88 | 1 | 8 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 16 | 100 | -3 | 8 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 0 | 38 | 13 | 0 | 0 | 23 | 50 | 21 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 1 | 0 | 50 | 11 | 11 | 17 | 11 | 0 | 51 | 100 | -6 | 4 |
| TOTAL FUERTEVENTURA | | | 52 | 1 | 0 | 50 | 8 | 13 | 25 | 4 | 0 | 39 | 76 | 8 | 50 |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 14 | 1 | 0 | 43 | 14 | 43 | 0 | 0 | 0 | 15 | 67 | 12 | 18 |
| | CALEDONIAN AIRWAYS | C | 10 | 0 | 0 | 60 | 0 | 0 | 0 | 40 | 0 | 74 | 80 | 5 | 10 |
| | FIRST CHOICE AIRWAYS LTD | C | 24 | 0 | 0 | 71 | 17 | 4 | 8 | 0 | 0 | 10 | 80 | 2 | 10 |
| | MONARCH AIRLINES | C | 18 | 0 | 0 | 56 | 28 | 11 | 6 | 0 | 0 | 18 | 63 | 12 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 23 | 1 | 1 | 39 | 17 | 35 | 9 | 0 | 0 | 28 | 73 | 10 | 11 |
| TOTAL LAS PALMAS | | | 90 | 2 | 1 | 53 | 17 | 19 | 7 | 4 | 0 | 25 | 72 | 13 | 92 |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 23 | 0 | 0 | 35 | 9 | 22 | 30 | 0 | 4 | 61 | 0 | 25 | 4 |
| | AIR OPERATIONS EUROPE | C | 8 | 2 | 10 | 25 | 0 | 0 | 75 | 0 | 0 | 65 | 60 | 15 | 5 |
| | BRITANNIA AIRWAYS | C | 50 | 0 | 0 | 46 | 14 | 24 | 14 | 2 | 0 | 30 | 65 | 11 | 43 |
| | CALEDONIAN AIRWAYS | C | 21 | 0 | 7 | 14 | 29 | 19 | 33 | 5 | 0 | 64 | 53 | 23 | 19 |
| | EXCEL AIRWAYS LTD | C | 24 | 0 | 0 | 21 | 13 | 25 | 29 | 13 | 0 | 72 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 49 | 1 | 3 | 51 | 16 | 14 | 16 | 2 | 0 | 28 | 75 | 26 | 53 |
| | FUTURA AIRLINES | C | 21 | 0 | 0 | 52 | 10 | 24 | 14 | 0 | 0 | 21 | 88 | -4 | 8 |
| | MONARCH AIRLINES | C | 36 | 0 | 0 | 31 | 31 | 19 | 17 | 3 | 0 | 39 | 57 | 24 | 30 |
| | MY TRAVEL AIRWAYS UK | C | 54 | 4 | 1 | 41 | 17 | 19 | 19 | 4 | 2 | 48 | 42 | 51 | 38 |
| | OASIS INTERNATIONAL | C | 7 | 0 | 4 | 0 | 0 | 43 | 29 | 29 | 0 | 101 | 18 | 47 | 22 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 295 | 7 | 25 | 37 | 16 | 21 | 21 | 4 | 1 | 44 | 62 | 23 | 282 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 545 | 11 | 28 | 42 | 16 | 17 | 20 | 5 | 0 | 41 | 66 | 18 | 526 |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | SAS | S | 20 | 0 | 3 | 60 | 35 | 0 | 5 | 0 | 0 | 9 | 84 | 13 | 44 |
| TOTAL STOCKHOLM (ARLANDA) | | | 20 | 0 | 3 | 60 | 35 | 0 | 5 | 0 | 0 | 9 | 84 | 13 | 44 |
| TOTAL SWEDEN | | | 20 | 0 | 3 | 60 | 35 | 0 | 5 | 0 | 0 | 9 | 84 | 13 | 44 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 85 | 0 | 11 | 60 | 22 | 11 | 6 | 1 | 0 | 21 | 0 | 0 | 0 |
| TOTAL BASLE MULHOUSE | | | 85 | 0 | 11 | 60 | 22 | 11 | 6 | 1 | 0 | 21 | 0 | 0 | 0 |
| GENEVA | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 75 | 14 | 22 | 7 |
| | BRITISH AIRWAYS PLC | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 80 | 5 | 5 |
| | BRITISH AIRWAYS PLC | S | 60 | 1 | 0 | 62 | 10 | 18 | 10 | 0 | 0 | 21 | 87 | 6 | 60 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 241 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 3 | 0 | 1 | 0 | 33 | 67 | 0 | 0 | 0 | 37 | 78 | 3 | 9 |
| MY TRAVEL AIRWAYS UK | C | 3 | 0 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| TOTAL GENEVA | | | 78 | 1 | 8 | 53 | 13 | 19 | 12 | 4 | 0 | 35 | 74 | 11 | 86 |
| ZURICH | AER LINGUS | S | 47 | 0 | 1 | 77 | 21 | 2 | 0 | 0 | 0 | 5 | 82 | 10 | 51 |
| | SWISSAIR | S | 60 | 0 | 0 | 75 | 13 | 8 | 3 | 0 | 0 | 10 | 78 | 8 | 60 |
| TOTAL ZURICH | | | 107 | 0 | 1 | 76 | 17 | 6 | 2 | 0 | 0 | 8 | 80 | 9 | 111 |
| TOTAL SWITZERLAND | | | 270 | 1 | 20 | 64 | 17 | 11 | 6 | 1 | 0 | 20 | 78 | 10 | 197 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|--------------------------------------|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| THAILAND | | | | | | | | | | | | | | | |
| BANGKOK | MY TRAVEL AIRWAYS UK | C | 4 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| TOTAL BANGKOK | | | 4 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| PHUKET | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL PHUKET | | | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL THAILAND | | | 8 | 1 | 1 | 63 | 25 | 0 | 13 | 0 | 0 | 18 | 0 | 0 | 0 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | BRITANNIA AIRWAYS | C | 17 | 1 | 0 | 53 | 18 | 6 | 24 | 0 | 0 | 23 | 72 | 11 | 18 |
| | FIRST CHOICE AIRWAYS LTD | C | 8 | 0 | 2 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 100 | -1 | 6 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 2 | 0 | 56 | 17 | 17 | 11 | 0 | 0 | 22 | 0 | 0 | 0 |
| | NOUVELAIR TUNISIE | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 0 | 121 | 4 |
| TOTAL MONASTIR | | | 45 | 3 | 2 | 53 | 16 | 16 | 16 | 0 | 0 | 23 | 72 | 21 | 39 |
| TOTAL TUNISIA | | | 45 | 3 | 2 | 53 | 16 | 16 | 16 | 0 | 0 | 23 | 72 | 21 | 39 |
| TURKEY | | | | | | | | | | | | | | | |
| ISTANBUL | ISTANBUL HAVA YOLLARI | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ISTANBUL | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 55 | 19 | 20 |
| TOTAL TURKEY | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 55 | 19 | 20 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | GULF AIR | S | 19 | 0 | 0 | 47 | 21 | 16 | 11 | 5 | 0 | 30 | 50 | 32 | 16 |
| TOTAL ABU DHABI INTERNATIONAL | | | 19 | 0 | 0 | 47 | 21 | 16 | 11 | 5 | 0 | 30 | 50 | 32 | 16 |
| DUBAI | EMIRATES | S | 45 | 1 | 0 | 53 | 20 | 16 | 9 | 2 | 0 | 26 | 56 | 45 | 43 |
| TOTAL DUBAI | | | 45 | 1 | 0 | 53 | 20 | 16 | 9 | 2 | 0 | 26 | 56 | 45 | 43 |
| TOTAL UNITED ARAB EMIRATES | | | 64 | 1 | 0 | 52 | 20 | 16 | 9 | 3 | 0 | 27 | 54 | 42 | 59 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BMI REGIONAL | S | 73 | 1 | 11 | 70 | 21 | 8 | 1 | 0 | 0 | 10 | 86 | 4 | 77 |
| | BRITISH AIRWAYS PLC | S | 130 | 2 | 2 | 86 | 6 | 4 | 4 | 0 | 0 | 4 | 83 | 6 | 120 |
| TOTAL ABERDEEN | | | 203 | 3 | 13 | 80 | 11 | 5 | 3 | 0 | 0 | 6 | 82 | 6 | 212 |
| BELFAST CITY | BRITISH REGIONAL AIRLINES LTD | S | 240 | 0 | 2 | 74 | 9 | 8 | 6 | 2 | 1 | 22 | 86 | 4 | 256 |
| TOTAL BELFAST CITY | | | 240 | 0 | 2 | 74 | 9 | 8 | 6 | 2 | 1 | 22 | 86 | 4 | 256 |
| BELFAST INTERNATIONAL | BMI REGIONAL | S | 163 | 1 | 10 | 91 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 224 | 1 | 20 | 78 | 9 | 8 | 5 | 0 | 0 | 11 | 80 | 11 | 253 |
| TOTAL BELFAST INTERNATIONAL | | | 387 | 3 | 30 | 83 | 9 | 4 | 3 | 0 | 0 | 7 | 80 | 11 | 255 |
| TOTAL BIRMINGHAM | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 67 | 7 | 3 |
| CAMBRIDGE | SCOT AIRWAYS | S | 50 | 0 | 10 | 80 | 10 | 10 | 0 | 0 | 0 | 8 | 69 | 6 | 62 |
| TOTAL CAMBRIDGE | | | 50 | 0 | 10 | 80 | 10 | 10 | 0 | 0 | 0 | 8 | 69 | 6 | 62 |
| CARDIFF WALES | EASTERN AIRWAYS | S | 63 | 0 | 1 | 81 | 13 | 5 | 0 | 2 | 0 | 12 | 0 | 0 | 0 |
| TOTAL CARDIFF WALES | | | 63 | 0 | 1 | 81 | 13 | 5 | 0 | 2 | 0 | 12 | 0 | 0 | 0 |
| CITY OF DERRY (EGLINTON) | LOGANAIR | S | 85 | 3 | 0 | 69 | 7 | 6 | 11 | 6 | 1 | 36 | 88 | -4 | 64 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--------------------------------|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL CITY OF DERRY (EGLINTON) | | | 85 | 3 | 0 | 69 | 7 | 6 | 11 | 6 | 1 | 36 | 88 | -4 | 64 |
| DUNDEE | BMI REGIONAL | S | 75 | 0 | 4 | 64 | 23 | 11 | 3 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL DUNDEE | | | 75 | 0 | 4 | 64 | 23 | 11 | 3 | 0 | 0 | 13 | 0 | 0 | 0 |
| EDINBURGH | BMI REGIONAL | S | 40 | 0 | 9 | 90 | 5 | 3 | 3 | 0 | 0 | 0 | 93 | -1 | 116 |
| | BRITISH AIRWAYS PLC | S | 160 | 1 | 12 | 82 | 11 | 2 | 5 | 1 | 0 | 12 | 88 | 2 | 177 |
| TOTAL EDINBURGH | | | 200 | 1 | 21 | 84 | 10 | 2 | 5 | 1 | 0 | 9 | 90 | 1 | 293 |
| GATWICK | BRITANNIA AB | C | 8 | 0 | 0 | 38 | 0 | 25 | 38 | 0 | 0 | 46 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 19 | 0 | 0 | 58 | 0 | 32 | 11 | 0 | 0 | 24 | 33 | 144 | 9 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 282 | 1 | 7 | 72 | 15 | 7 | 5 | 0 | 0 | 13 | 85 | 4 | 276 |
| | BRITISH AIRWAYS PLC | S | 16 | 3 | 1 | 31 | 6 | 31 | 19 | 6 | 6 | 121 | 50 | 43 | 18 |
| | FIRST CHOICE AIRWAYS LTD | S | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 9 | 0 | 0 | 0 |
| | FIRST CHOICE AIRWAYS LTD | C | 5 | 0 | 1 | 20 | 0 | 20 | 60 | 0 | 0 | 64 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 16 | 0 | 1 | 44 | 31 | 13 | 6 | 6 | 0 | 33 | 19 | 52 | 16 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 6 | 20 | 40 | 10 | 30 | 0 | 0 | 56 | 38 | 28 | 8 |
| TOTAL GATWICK | | | 364 | 4 | 16 | 65 | 14 | 11 | 9 | 1 | 0 | 22 | 76 | 13 | 337 |
| GLASGOW | BMI REGIONAL | S | 94 | 0 | 14 | 71 | 20 | 7 | 1 | 0 | 0 | 9 | 81 | 6 | 118 |
| | BRITISH AIRWAYS PLC | S | 225 | 3 | 11 | 81 | 7 | 8 | 4 | 0 | 0 | 9 | 87 | 5 | 208 |
| TOTAL GLASGOW | | | 321 | 4 | 25 | 78 | 11 | 7 | 3 | 0 | 0 | 9 | 85 | 6 | 330 |
| GUERNSEY | BRITISH REGIONAL AIRLINES LTD | S | 62 | 2 | 0 | 87 | 2 | 3 | 3 | 0 | 5 | 36 | 92 | -1 | 36 |
| TOTAL GUERNSEY | | | 62 | 2 | 0 | 87 | 2 | 3 | 3 | 0 | 5 | 36 | 92 | -1 | 36 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 522 | 19 | 0 | 66 | 18 | 11 | 3 | 1 | 0 | 15 | 79 | 11 | 517 |
| | FINNAIR | S | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| TOTAL HEATHROW | | | 527 | 19 | 5 | 66 | 18 | 11 | 3 | 1 | 0 | 15 | 79 | 12 | 579 |
| ISLE OF MAN | BA CITIEXPRESS (IOM) LTD | S | 162 | 0 | 6 | 87 | 3 | 2 | 4 | 2 | 1 | 16 | 90 | 1 | 167 |
| TOTAL ISLE OF MAN | | | 162 | 0 | 6 | 87 | 3 | 2 | 4 | 2 | 1 | 16 | 90 | 1 | 167 |
| JERSEY | BRITISH REGIONAL AIRLINES LTD | S | 75 | 0 | 6 | 65 | 17 | 11 | 7 | 0 | 0 | 19 | 72 | 21 | 36 |
| TOTAL JERSEY | | | 75 | 0 | 6 | 65 | 17 | 11 | 7 | 0 | 0 | 19 | 82 | 12 | 153 |
| LUTON | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | -11 | 0 | 0 | 0 |
| TOTAL LUTON | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | -11 | 100 | -19 | 1 |
| NEWCASTLE | GILL AIRWAYS | S | 100 | 1 | 8 | 71 | 15 | 8 | 6 | 0 | 0 | 12 | 57 | 26 | 60 |
| TOTAL NEWCASTLE | | | 100 | 4 | 8 | 71 | 15 | 8 | 6 | 0 | 0 | 12 | 57 | 26 | 60 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 67 | 0 | 3 | 93 | 3 | 1 | 3 | 0 | 0 | 4 | 90 | 5 | 71 |
| TOTAL SOUTHAMPTON | | | 67 | 0 | 3 | 93 | 3 | 1 | 3 | 0 | 0 | 4 | 90 | 4 | 73 |
| STANSTED | BRITISH REGIONAL AIRLINES LTD | S | 98 | 1 | 0 | 86 | 5 | 4 | 5 | 0 | 0 | 7 | 91 | 2 | 93 |
| TOTAL STANSTED | | | 98 | 1 | 0 | 86 | 5 | 4 | 5 | 0 | 0 | 7 | 91 | 2 | 93 |
| SUMBURGH | BMI REGIONAL | S | 25 | 0 | 4 | 72 | 28 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 33 | 0 | 2 | 88 | 6 | 3 | 3 | 0 | 0 | 5 | 97 | 4 | 34 |
| TOTAL SUMBURGH | | | 58 | 0 | 6 | 81 | 16 | 2 | 2 | 0 | 0 | 6 | 97 | 4 | 34 |
| TEESSIDE | MY TRAVEL AIRWAYS UK | C | 6 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 58 | 0 | 0 | 0 |
| TOTAL TEESSIDE | | | 6 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 58 | 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) | | | | | | | | | | |
| TOTAL UNITED KINGDOM | | | 3148 | 45 | 156 | 76 | 12 | 7 | 4 | 1 | 0 | 14 | 82 | 8 | 3085 |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | DELTA AIRLINES | S | 58 | 0 | 2 | 60 | 14 | 22 | 2 | 2 | 0 | 19 | 65 | 15 | 60 |
| TOTAL ATLANTA | | | 58 | 0 | 2 | 60 | 14 | 22 | 2 | 2 | 0 | 19 | 65 | 15 | 60 |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 57 | 0 | 3 | 40 | 16 | 14 | 28 | 2 | 0 | 40 | 77 | 8 | 60 |
| TOTAL CHICAGO (O'HARE) | | | 57 | 0 | 3 | 40 | 16 | 14 | 28 | 2 | 0 | 40 | 77 | 8 | 60 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 61 | 2 | 1 | 54 | 23 | 7 | 16 | 0 | 0 | 26 | 86 | 1 | 59 |
| TOTAL NEW YORK (JF KENNEDY) | | | 61 | 2 | 1 | 54 | 23 | 7 | 16 | 0 | 0 | 26 | 84 | 10 | 98 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 61 | 0 | 1 | 59 | 11 | 15 | 10 | 5 | 0 | 31 | 0 | 0 | 0 |
| TOTAL NEW YORK (NEWARK) | | | 61 | 0 | 1 | 59 | 11 | 15 | 10 | 5 | 0 | 31 | 0 | 0 | 0 |
| ORLANDO | AMERICAN TRANS AIR | C | 3 | 0 | 0 | 0 | 0 | 33 | 0 | 33 | 33 | 213 | 0 | 99 | 1 |
| | BRITANNIA AIRWAYS | C | 20 | 0 | 0 | 55 | 25 | 15 | 5 | 0 | 0 | 18 | 29 | 71 | 14 |
| | FIRST CHOICE AIRWAYS LTD | C | 18 | 0 | 1 | 89 | 6 | 6 | 0 | 0 | 0 | -10 | 0 | 0 | 0 |
| | LEISURE INTL AIRWAYS LTD | C | 29 | 0 | 0 | 38 | 31 | 21 | 10 | 0 | 0 | 23 | 48 | 57 | 23 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | -11 | 100 | -21 | 4 |
| | MY TRAVEL AIRWAYS UK | C | 30 | 4 | 0 | 33 | 20 | 13 | 27 | 7 | 0 | 65 | 88 | 5 | 8 |
| TOTAL ORLANDO | | | 110 | 4 | 1 | 51 | 20 | 15 | 11 | 3 | 1 | 30 | 52 | 47 | 50 |
| TOTAL USA | | | 347 | 7 | 8 | 53 | 17 | 14 | 13 | 2 | 0 | 29 | 72 | 18 | 268 |
| UZBEKISTAN | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 17 | 0 | 2 | 59 | 0 | 12 | 18 | 0 | 12 | 110 | 50 | 7 | 10 |
| TOTAL TASHKENT | | | 17 | 0 | 2 | 59 | 0 | 12 | 18 | 0 | 12 | 110 | 50 | 7 | 10 |
| TOTAL UZBEKISTAN | | | 17 | 0 | 2 | 59 | 0 | 12 | 18 | 0 | 12 | 110 | 50 | 7 | 10 |
| VENEZUELA | | | | | | | | | | | | | | | |
| PORLAMAR | LEISURE INTL AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| TOTAL PORLAMAR | | | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| TOTAL VENEZUELA | | | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 9213 | 114 | 463 | 68 | 13 | 10 | 8 | 1 | 0 | 19 | 79 | 10 | 9005 |

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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) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| GRAZ | BRITISH WORLD AIRLINES LTD | C | 5 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 83 | 7 | 6 |
| TOTAL GRAZ | | | 5 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 83 | 7 | 6 |
| INNSBRUCK | KLM UK LTD | S | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 44 | 62 | 37 | 13 |
| | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 75 | 8 | 4 |
| TOTAL INNSBRUCK | | | 14 | 0 | 0 | 43 | 29 | 14 | 14 | 0 | 0 | 36 | 65 | 30 | 17 |
| SALZBURG | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | KLM UK LTD | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 75 | 0 | 0 | 0 |
| TOTAL SALZBURG | | | 6 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 55 | 75 | 3 | 4 |
| TOTAL AUSTRIA | | | 25 | 0 | 1 | 52 | 24 | 8 | 16 | 0 | 0 | 34 | 70 | 21 | 27 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | KLM UK LTD | S | 147 | 0 | 11 | 61 | 16 | 10 | 11 | 3 | 0 | 24 | 77 | 11 | 130 |
| TOTAL BRUSSELS | | | 147 | 0 | 11 | 61 | 16 | 10 | 11 | 3 | 0 | 24 | 77 | 11 | 130 |
| TOTAL BELGIUM | | | 147 | 0 | 11 | 61 | 16 | 10 | 11 | 3 | 0 | 24 | 74 | 12 | 150 |
| CUBA | | | | | | | | | | | | | | | |
| HAVANA | CUBANA | S | 8 | 0 | 0 | 25 | 0 | 13 | 38 | 0 | 25 | 140 | 60 | 31 | 10 |
| TOTAL HAVANA | | | 8 | 0 | 0 | 25 | 0 | 13 | 38 | 0 | 25 | 140 | 60 | 31 | 10 |
| TOTAL CUBA | | | 8 | 0 | 0 | 25 | 0 | 13 | 38 | 0 | 25 | 140 | 60 | 31 | 10 |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | MAERSK AIR | C | 9 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| TOTAL BILLUND | | | 9 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| COPENHAGEN | BRITISH WORLD AIRLINES LTD | C | 11 | 0 | 3 | 45 | 9 | 27 | 18 | 0 | 0 | 33 | 0 | 0 | 0 |
| | KLM UK LTD | S | 94 | 0 | 0 | 65 | 12 | 13 | 6 | 4 | 0 | 24 | 77 | 11 | 95 |
| | MAERSK AIR | C | 25 | 0 | 1 | 64 | 8 | 12 | 16 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MYTRAVEL AIRWAYS (DENMARK) | C | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 25 | 50 | 33 | 8 |
| TOTAL COPENHAGEN | | | 138 | 0 | 4 | 62 | 11 | 14 | 9 | 3 | 0 | 24 | 75 | 13 | 103 |
| TOTAL DENMARK | | | 147 | 0 | 5 | 65 | 10 | 14 | 9 | 3 | 0 | 22 | 75 | 13 | 103 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 20 | 0 | 0 | 60 | 5 | 30 | 5 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL HELSINKI | | | 20 | 0 | 0 | 60 | 5 | 30 | 5 | 0 | 0 | 16 | 100 | 7 | 2 |
| IVALO | AERO LLOYD | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL IVALO | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL FINLAND | | | 23 | 2 | 0 | 52 | 17 | 26 | 4 | 0 | 0 | 17 | 50 | 28 | 4 |
| FRANCE | | | | | | | | | | | | | | | |
| CHAMBERY | BRITISH WORLD AIRLINES LTD | C | 3 | 0 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 50 | 67 | 15 | 3 |
| TOTAL CHAMBERY | | | 3 | 0 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 50 | 67 | 15 | 3 |
| DIJON | PROTEUS AIR SYSTEM SA | S | 29 | 0 | 13 | 48 | 38 | 7 | 7 | 0 | 0 | 24 | 88 | 12 | 41 |
| TOTAL DIJON | | | 29 | 0 | 13 | 48 | 38 | 7 | 7 | 0 | 0 | 24 | 88 | 12 | 41 |

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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) | | | | | | | | | | |
| LILLE | PROTEUS AIR SYSTEM SA | S | 26 | 1 | 16 | 62 | 27 | 8 | 4 | 0 | 0 | 19 | 94 | 7 | 36 |
| TOTAL LILLE | | | 26 | 1 | 16 | 62 | 27 | 8 | 4 | 0 | 0 | 19 | 94 | 7 | 36 |
| LYON | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL LYON | | | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 26 | 25 | 102 | 4 |
| NICE | KLM UK LTD | S | 34 | 0 | 0 | 71 | 12 | 6 | 12 | 0 | 0 | 13 | 76 | 10 | 42 |
| TOTAL NICE | | | 34 | 0 | 0 | 71 | 12 | 6 | 12 | 0 | 0 | 13 | 76 | 10 | 42 |
| PARIS (CHARLES DE GAULLE) | KLM UK LTD | S | 180 | 2 | 20 | 68 | 8 | 9 | 15 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 180 | 4 | 20 | 68 | 8 | 9 | 15 | 0 | 0 | 22 | 0 | 0 | 0 |
| TARBES-LOURDES INTERNATIONAL | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 17 | 50 | -3 | 2 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 17 | 50 | -3 | 2 |
| TOTAL FRANCE | | | 278 | 5 | 50 | 63 | 15 | 9 | 13 | 0 | 0 | 21 | 82 | 9 | 340 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | KLM UK LTD | S | 138 | 0 | 0 | 73 | 15 | 7 | 5 | 0 | 0 | 8 | 83 | 8 | 133 |
| TOTAL DUSSELDORF | | | 138 | 0 | 0 | 73 | 15 | 7 | 5 | 0 | 0 | 8 | 83 | 8 | 133 |
| FRANKFURT MAIN | KLM UK LTD | S | 87 | 0 | 3 | 75 | 8 | 9 | 8 | 0 | 0 | 14 | 84 | 5 | 94 |
| TOTAL FRANKFURT MAIN | | | 87 | 0 | 3 | 75 | 8 | 9 | 8 | 0 | 0 | 14 | 84 | 5 | 94 |
| HAMBURG | FLIGHTLINE LTD | C | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 100 | 0 | 270 | 0 | 0 | 0 |
| | KLM UK LTD | S | 90 | 0 | 4 | 81 | 6 | 8 | 1 | 4 | 0 | 12 | 0 | 0 | 0 |
| TOTAL HAMBURG | | | 92 | 0 | 12 | 79 | 5 | 8 | 1 | 7 | 0 | 17 | 62 | 20 | 102 |
| MUNICH | KLM UK LTD | S | 97 | 0 | 1 | 66 | 12 | 11 | 10 | 0 | 0 | 18 | 79 | 8 | 99 |
| TOTAL MUNICH | | | 97 | 0 | 1 | 66 | 12 | 11 | 10 | 0 | 0 | 18 | 79 | 8 | 99 |
| TOTAL GERMANY | | | 414 | 0 | 16 | 73 | 11 | 8 | 6 | 1 | 0 | 14 | 77 | 10 | 431 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CONNAUGHT | RYANAIR | S | 80 | 3 | 7 | 73 | 18 | 6 | 3 | 1 | 0 | 15 | 76 | 23 | 78 |
| TOTAL CONNAUGHT | | | 80 | 3 | 7 | 73 | 18 | 6 | 3 | 1 | 0 | 15 | 76 | 23 | 78 |
| CORK | RYANAIR | S | 132 | 5 | 10 | 70 | 12 | 8 | 8 | 2 | 0 | 20 | 70 | 20 | 91 |
| TOTAL CORK | | | 132 | 5 | 10 | 70 | 12 | 8 | 8 | 2 | 0 | 20 | 70 | 20 | 91 |
| DUBLIN | RYANAIR | S | 574 | 6 | 61 | 75 | 12 | 8 | 3 | 1 | 0 | 14 | 85 | 9 | 445 |
| TOTAL DUBLIN | | | 574 | 6 | 61 | 75 | 12 | 8 | 3 | 1 | 0 | 14 | 85 | 9 | 445 |
| WATERFORD | BRITISH REGIONAL AIRLINES LTD | S | 45 | 0 | 3 | 80 | 4 | 4 | 7 | 4 | 0 | 22 | 88 | 6 | 65 |
| TOTAL WATERFORD | | | 45 | 0 | 3 | 80 | 4 | 4 | 7 | 4 | 0 | 22 | 88 | 6 | 65 |
| TOTAL IRISH REPUBLIC | | | 831 | 14 | 81 | 74 | 12 | 8 | 4 | 2 | 0 | 16 | 82 | 12 | 683 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | EL AL | S | 28 | 0 | 9 | 68 | 11 | 14 | 4 | 4 | 0 | 16 | 0 | 0 | 0 |
| TOTAL TEL AVIV | | | 28 | 0 | 9 | 68 | 11 | 14 | 4 | 4 | 0 | 16 | 0 | 0 | 0 |
| TOTAL ISRAEL | | | 28 | 0 | 9 | 68 | 11 | 14 | 4 | 4 | 0 | 16 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|------------------------------------|----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ITALY | | | | | | | | | | | | | | | |
| BOLOGNA | LEISURE INTERNATIONAL | C | 3 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |
| TOTAL BOLOGNA | | | 3 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |
| FLORENCE | KLM UK LTD | S | 62 | 0 | 0 | 74 | 6 | 3 | 15 | 2 | 0 | 23 | 81 | 17 | 64 |
| TOTAL FLORENCE | | | 62 | 0 | 0 | 74 | 6 | 3 | 15 | 2 | 0 | 23 | 81 | 17 | 64 |
| MILAN (LINATE) | KLM UK LTD | S | 98 | 0 | 0 | 61 | 17 | 10 | 11 | 0 | 0 | 20 | 62 | 21 | 58 |
| TOTAL MILAN (LINATE) | | | 98 | 0 | 0 | 61 | 17 | 10 | 11 | 0 | 0 | 20 | 62 | 21 | 58 |
| TOTAL ITALY | | | 163 | 5 | 0 | 65 | 13 | 9 | 12 | 1 | 0 | 22 | 72 | 19 | 122 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 44 | 0 | 2 | 77 | 18 | 5 | 0 | 0 | 0 | 7 | 86 | 4 | 50 |
| TOTAL LUXEMBOURG | | | 44 | 0 | 2 | 77 | 18 | 5 | 0 | 0 | 0 | 7 | 86 | 4 | 50 |
| TOTAL LUXEMBOURG | | | 44 | 0 | 2 | 77 | 18 | 5 | 0 | 0 | 0 | 7 | 86 | 4 | 50 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 51 | 0 | 0 | 0 |
| TOTAL MALTA | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 51 | 75 | 10 | 4 |
| TOTAL MALTA | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 51 | 75 | 10 | 4 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM UK LTD | S | 214 | 0 | 2 | 69 | 13 | 7 | 10 | 1 | 0 | 19 | 74 | 13 | 204 |
| TOTAL AMSTERDAM | | | 214 | 1 | 2 | 69 | 13 | 7 | 10 | 1 | 0 | 19 | 74 | 13 | 204 |
| MAASTRICHT | KLM EXEL | S | 121 | 0 | 15 | 77 | 15 | 6 | 2 | 0 | 0 | 10 | 82 | 14 | 138 |
| TOTAL MAASTRICHT | | | 121 | 0 | 15 | 77 | 15 | 6 | 2 | 0 | 0 | 10 | 82 | 14 | 140 |
| TOTAL NETHERLANDS | | | 335 | 1 | 17 | 72 | 13 | 7 | 7 | 1 | 0 | 16 | 75 | 13 | 373 |
| NORWAY | | | | | | | | | | | | | | | |
| GEILO (DAGALI) | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 1 | 50 | 0 | 0 | 50 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL GEILO (DAGALI) | | | 2 | 0 | 1 | 50 | 0 | 0 | 50 | 0 | 0 | 29 | 0 | 0 | 0 |
| OSLO (GARDERMOEN) | BRAATHENS ASA | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL OSLO (GARDERMOEN) | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| TRONDHEIM (VAERNES) | BRITISH WORLD AIRLINES LTD | C | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 4 |
| TOTAL TRONDHEIM (VAERNES) | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 4 |
| TOTAL NORWAY | | | 9 | 3 | 1 | 67 | 11 | 11 | 11 | 0 | 0 | 13 | 0 | 25 | 4 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL FARO | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 100 | 1 | 2 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 100 | 1 | 2 |
| RUMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | TAROM | S | 7 | 1 | 10 | 57 | 29 | 14 | 0 | 0 | 0 | 6 | 56 | 32 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 1995

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---------------------------|----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 BUCHAREST (OTOPENI) | | | 7 | 1 | 10 | 57 | 29 | 14 | 0 | 0 | 0 | 6 | 56 | 32 | 18 |
| TOTAL RUMANIA | | | 7 | 1 | 10 | 57 | 29 | 14 | 0 | 0 | 0 | 6 | 56 | 32 | 18 |
| RUSSIA | | | | | | | | | | | | | | | |
| ST PETERSBURG | AEROFLOT | S | 20 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 1 | 72 | 42 | 18 |
| TOTAL ST PETERSBURG | | | 20 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 1 | 72 | 42 | 18 |
| TOTAL RUSSIA | | | 20 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 1 | 65 | 41 | 20 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 0 | 38 | 0 | 25 | 0 | 65 | 25 | 22 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL ALICANTE | | | 12 | 0 | 0 | 42 | 17 | 25 | 0 | 17 | 0 | 48 | 42 | 19 | 12 |
| ASTURIAS | AVIACO | S | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 3 | 88 | 13 | 24 |
| TOTAL ASTURIAS | | | 26 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 3 | 88 | 13 | 24 |
| BARCELONA | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| MADRID | KLM UK LTD | S | 61 | 0 | 1 | 64 | 18 | 13 | 3 | 2 | 0 | 16 | 0 | 0 | 0 |
| TOTAL MADRID | | | 61 | 0 | 1 | 64 | 18 | 13 | 3 | 2 | 0 | 16 | 0 | 0 | 0 |
| MALAGA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 37 | 90 | 8 | 10 |
| | VIVA | C | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 63 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 12 | 2 | 0 | 33 | 8 | 33 | 25 | 0 | 0 | 46 | 75 | 19 | 12 |
| PALMA DE MALLORCA | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 100 | -1 | 8 |
| TOTAL PALMA DE MALLORCA | | | 6 | 1 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 100 | -1 | 8 |
| ZARAGOZA | AVIACO | S | 25 | 0 | 1 | 76 | 0 | 0 | 20 | 4 | 0 | 34 | 0 | 0 | 0 |
| TOTAL ZARAGOZA | | | 25 | 0 | 1 | 76 | 0 | 0 | 20 | 4 | 0 | 34 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 144 | 3 | 3 | 65 | 13 | 12 | 7 | 3 | 0 | 22 | 66 | 20 | 87 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 0 | 13 | 25 | 38 | 25 | 0 | 118 | 80 | 10 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 348 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 16 | 0 | 0 | 0 | 6 | 13 | 19 | 38 | 25 | 233 | 85 | 8 | 20 |
| FUERTEVENTURA | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 75 | 8 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 13 | 13 | 25 | 25 | 0 | 25 | 177 | 0 | 0 | 0 |
| TOTAL FUERTEVENTURA | | | 16 | 0 | 0 | 31 | 6 | 38 | 13 | 0 | 13 | 99 | 81 | 6 | 16 |
| LAS PALMAS | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 4 | 50 | 19 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 30 | 40 | 20 | 10 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL LAS PALMAS | | | 16 | 4 | 0 | 50 | 31 | 13 | 6 | 0 | 0 | 20 | 67 | 12 | 18 |
| TENERIFE (SURREINA SOFIA) | BRITANNIA AIRWAYS | C | 8 | 1 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 100 | 6 | 8 |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 191 | 0 | 0 | 0 |
| | FUTURA AIRLINES | C | 6 | 0 | 0 | 33 | 17 | 17 | 0 | 33 | 0 | 104 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 10 | 0 | 0 | 20 | 20 | 10 | 50 | 0 | 0 | 69 | 70 | 30 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 1 | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 178 | 0 | 0 | 0 |

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Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|---------------------------------|--------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 TENERIFE (SURREINA SOFIA) | | | 35 | 2 | 2 | 29 | 9 | 11 | 29 | 23 | 0 | 97 | 68 | 25 | 28 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 83 | 6 | 2 | 28 | 12 | 17 | 19 | 17 | 7 | 109 | 74 | 14 | 82 |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | BRITANNIA AB | C | 18 | 1 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MYTRAVEL AIRWAYS (DENMARK) | C | 28 | 0 | 0 | 36 | 14 | 25 | 18 | 7 | 0 | 50 | 80 | 8 | 10 |
| TOTAL STOCKHOLM (ARLANDA) | | | 46 | 1 | 0 | 50 | 17 | 17 | 11 | 4 | 0 | 33 | 80 | 8 | 10 |
| TOTAL SWEDEN | | | 46 | 1 | 0 | 50 | 17 | 17 | 11 | 4 | 0 | 33 | 80 | 8 | 10 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| ZURICH | KLM UK LTD | S | 96 | 0 | 0 | 66 | 15 | 13 | 7 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL ZURICH | | | 96 | 0 | 0 | 66 | 15 | 13 | 7 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL SWITZERLAND | | | 96 | 0 | 0 | 66 | 15 | 13 | 7 | 0 | 0 | 17 | 88 | 6 | 57 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 |
| TOTAL MONASTIR | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 100 | -7 | 2 |
| TOTAL TUNISIA | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 100 | -7 | 2 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | KIBRIS TURKISH AIRLINES - KTHY | C | 13 | 0 | 2 | 69 | 8 | 23 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 13 | 0 | 2 | 69 | 8 | 23 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| ISTANBUL | AKDENIZ AIRLINES | C | 7 | 0 | 4 | 29 | 0 | 43 | 14 | 0 | 14 | 96 | 0 | 0 | 0 |
| | ISTANBUL HAVA YOLLARI | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL ISTANBUL | | | 11 | 0 | 4 | 36 | 9 | 36 | 9 | 0 | 9 | 65 | 30 | 53 | 10 |
| TOTAL TURKEY | | | 25 | 2 | 8 | 56 | 8 | 28 | 4 | 0 | 4 | 31 | 36 | 50 | 22 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | KLM UK LTD | S | 128 | 0 | 0 | 88 | 5 | 4 | 3 | 1 | 0 | 8 | 84 | 8 | 90 |
| TOTAL ABERDEEN | | | 128 | 0 | 0 | 88 | 5 | 4 | 3 | 1 | 0 | 8 | 85 | 8 | 96 |
| BELFAST CITY | FLYBE.BRITISH EUROPEAN | S | 214 | 0 | 12 | 71 | 13 | 8 | 8 | 0 | 0 | 18 | 84 | 7 | 141 |
| TOTAL BELFAST CITY | | | 214 | 0 | 12 | 71 | 13 | 8 | 8 | 0 | 0 | 18 | 84 | 8 | 211 |
| BELFAST INTERNATIONAL | AB AIRLINES | S | 164 | 0 | 0 | 73 | 11 | 5 | 7 | 4 | 0 | 21 | 0 | 0 | 0 |
| | FLYBE.BRITISH EUROPEAN | S | 94 | 0 | 0 | 74 | 9 | 12 | 4 | 1 | 0 | 13 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | 258 | 0 | 38 | 73 | 10 | 8 | 6 | 3 | 0 | 18 | 50 | 20 | 2 |
| EDINBURGH | KLM UK LTD | S | 203 | 0 | 3 | 81 | 9 | 5 | 4 | 0 | 0 | 8 | 88 | 6 | 165 |
| TOTAL EDINBURGH | | | 203 | 0 | 3 | 81 | 9 | 5 | 4 | 0 | 0 | 8 | 88 | 6 | 170 |
| GLASGOW | KLM UK LTD | S | 158 | 0 | 9 | 72 | 10 | 6 | 10 | 1 | 1 | 20 | 84 | 5 | 135 |
| TOTAL GLASGOW | | | 158 | 1 | 9 | 72 | 10 | 6 | 10 | 1 | 1 | 20 | 84 | 5 | 135 |
| GUERNSEY | KLM UK LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 58 | 0 | 0 | 0 |
| | KLM UK LTD | S | 6 | 0 | 0 | 33 | 17 | 0 | 50 | 0 | 0 | 49 | 71 | 41 | 7 |
| TOTAL GUERNSEY | | | 8 | 0 | 0 | 38 | 13 | 0 | 50 | 0 | 0 | 51 | 71 | 41 | 7 |
| INVERNESS | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 162 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL INVERNESS | | | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 162 | 0 | 0 | 0 |
| JERSEY | KLM UK LTD | S | 48 | 2 | 2 | 67 | 13 | 2 | 17 | 2 | 0 | 26 | 68 | 15 | 41 |
| TOTAL JERSEY | | | 48 | 2 | 2 | 67 | 13 | 2 | 17 | 2 | 0 | 26 | 68 | 15 | 41 |
| MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | 98 | 0 | 2 | 82 | 10 | 4 | 4 | 0 | 0 | 11 | 91 | 1 | 89 |
| TOTAL MANCHESTER | | | 98 | 0 | 2 | 82 | 10 | 4 | 4 | 0 | 0 | 11 | 91 | 1 | 89 |
| NEWCASTLE | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | KLM UK LTD | S | 106 | 0 | 0 | 82 | 7 | 8 | 3 | 1 | 0 | 12 | 93 | 0 | 104 |
| TOTAL NEWCASTLE | | | 112 | 0 | 0 | 81 | 7 | 8 | 3 | 1 | 0 | 12 | 93 | 0 | 104 |
| PRESTWICK | RYANAIR | S | 204 | 3 | 32 | 71 | 13 | 2 | 13 | 1 | 0 | 20 | 0 | 0 | 0 |
| TOTAL PRESTWICK | | | 204 | 3 | 32 | 71 | 13 | 2 | 13 | 1 | 0 | 20 | 0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 1433 | 9 | 98 | 76 | 10 | 6 | 7 | 1 | 0 | 16 | 86 | 6 | 899 |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (NEWARK) | EL AL | S | 23 | 0 | 4 | 26 | 35 | 17 | 22 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL NEW YORK (NEWARK) | | | 23 | 0 | 4 | 26 | 35 | 17 | 22 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL USA | | | 23 | 0 | 4 | 26 | 35 | 17 | 22 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL STANSTED | | | 4339 | 52 | 318 | 70 | 12 | 8 | 8 | 2 | 0 | 19 | 80 | 11 | 3500 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|--------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AALBORG | | | | | | | | | | | | | | | | | | |
| AARHUS (TIRSTRUP) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SAS | S | A | 27 | 0 | 0 | 70 | 15 | 7 | 0 | 7 | 0 | 25 | 69 | 17 | 26 | |
| | HEATHROW | SAS | S | D | 27 | 0 | 0 | 63 | 11 | 19 | 7 | 0 | 0 | 22 | 73 | 18 | 26 | |
| TOTAL AARHUS (TIRSTRUP) | | | | | 54 | 0 | 0 | 67 | 13 | 13 | 4 | 4 | 0 | 23 | 71 | 17 | 17 | |
| ABERDEEN | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BMI REGIONAL | S | A | 37 | 1 | 3 | 54 | 30 | 14 | 3 | 0 | 0 | 16 | 82 | 8 | 38 | |
| | MANCHESTER | BMI REGIONAL | S | D | 36 | 0 | 8 | 86 | 11 | 3 | 0 | 0 | 0 | 3 | 90 | 0 | 39 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 72 | 0 | 3 | 58 | 19 | 15 | 4 | 3 | 0 | 19 | 76 | 8 | 74 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 71 | 0 | 3 | 73 | 14 | 6 | 6 | 1 | 0 | 16 | 77 | 11 | 75 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 24 | 2 | 1 | 83 | 4 | 8 | 4 | 0 | 0 | 8 | 85 | 7 | 20 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 75 | 8 | 0 | 17 | 0 | 0 | 23 | 83 | 13 | 24 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 163 | 0 | 6 | 61 | 21 | 11 | 6 | 1 | 0 | 19 | 81 | 13 | 160 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 164 | 0 | 5 | 70 | 19 | 7 | 4 | 0 | 0 | 13 | 86 | 10 | 161 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 64 | 1 | 1 | 84 | 9 | 3 | 3 | 0 | 0 | 5 | 77 | 11 | 60 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 66 | 1 | 1 | 88 | 3 | 5 | 5 | 0 | 0 | 3 | 88 | 2 | 60 | |
| | STANSTED | KLM UK LTD | S | A | 64 | 0 | 0 | 91 | 5 | 3 | 2 | 0 | 0 | 4 | 89 | 5 | 45 | |
| | STANSTED | KLM UK LTD | S | D | 64 | 0 | 0 | 84 | 5 | 5 | 5 | 2 | 0 | 13 | 80 | 12 | 45 | |
| | GLASGOW | LOGANAIR | S | A | 48 | 0 | 0 | 83 | 0 | 8 | 4 | 4 | 0 | 15 | 83 | 8 | 52 | |
| | GLASGOW | LOGANAIR | S | D | 49 | 0 | 0 | 82 | 4 | 6 | 6 | 2 | 0 | 17 | 89 | 6 | 53 | |
| TOTAL ABERDEEN | | | | | 946 | 5 | 31 | 74 | 13 | 7 | 5 | 1 | 0 | 13 | 83 | 9 | 9 | |
| ABIDJAN | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR AFRIQUE | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 184 | 0 | 0 | 0 | |
| | GATWICK | AIR AFRIQUE | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 76 | 0 | 0 | 0 | |
| TOTAL ABIDJAN | | | | | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 130 | 0 | 81 | 81 | |
| ABU DHABI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -16 | 88 | -4 | 33 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 67 | 23 | 3 | 7 | 0 | 0 | 16 | 83 | 12 | 30 | |
| | GATWICK | EMIRATES | S | A | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 18 | 67 | 10 | 9 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GATWICK | EMIRATES | S | D | 9 | 0 | 0 | 0 | 33 | 44 | 22 | 0 | 0 | 42 | 44 | 21 | 9 | |
| | HEATHROW | EMIRATES | S | A | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | HEATHROW | EMIRATES | S | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | HEATHROW | GULF AIR | S | A | 23 | 0 | 0 | 48 | 17 | 13 | 17 | 4 | 0 | 33 | 30 | 41 | 27 | |
| | HEATHROW | GULF AIR | S | D | 22 | 0 | 0 | 59 | 14 | 14 | 9 | 0 | 5 | 61 | 80 | 14 | 30 | |
| | MANCHESTER | GULF AIR | S | A | 10 | 0 | 0 | 50 | 30 | 10 | 10 | 0 | 0 | 17 | 50 | 38 | 8 | |
| | MANCHESTER | GULF AIR | S | D | 9 | 0 | 0 | 44 | 11 | 22 | 11 | 11 | 0 | 45 | 50 | 27 | 8 | |
| TOTAL ABU DHABI INTERNATIONAL | | | | | 160 | 0 | 0 | 61 | 17 | 11 | 10 | 1 | 1 | 23 | 68 | 16 | 16 | |
| ACCRA | | | | | | | | | | | | | | | | | | |
| | GATWICK | GHANA AIRWAYS | S | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 76 | 0 | 0 | 0 | |
| | HEATHROW | GHANA AIRWAYS | S | A | 13 | 0 | 0 | 38 | 8 | 8 | 8 | 23 | 15 | 216 | 13 | 129 | 16 | |
| | HEATHROW | GHANA AIRWAYS | S | D | 13 | 0 | 0 | 0 | 8 | 8 | 38 | 31 | 15 | 250 | 11 | 174 | 18 | |
| TOTAL ACCRA | | | | | 29 | 0 | 1 | 17 | 7 | 10 | 28 | 24 | 14 | 217 | 21 | 129 | 129 | |
| ADDIS ABABA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ETHIOPIAN AIRLINES | S | A | 22 | 0 | 1 | 23 | 14 | 27 | 36 | 0 | 0 | 55 | 6 | 112 | 17 | |
| | HEATHROW | ETHIOPIAN AIRLINES | S | D | 22 | 0 | 1 | 32 | 14 | 9 | 45 | 0 | 0 | 57 | 35 | 97 | 17 | |
| TOTAL ADDIS ABABA | | | | | 44 | 0 | 2 | 27 | 14 | 18 | 41 | 0 | 0 | 56 | 21 | 104 | 104 | |
| ADELAIDE | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL ADELAIDE | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 75 | 7 | 7 | |
| ADEN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALYEMDA | S | A | 4 | 0 | 1 | 25 | 0 | 25 | 50 | 0 | 0 | 43 | 75 | 28 | 4 | |
| | HEATHROW | ALYEMDA | S | D | 4 | 1 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 42 | 50 | 16 | 4 | |
| TOTAL ADEN | | | | | 8 | 1 | 1 | 38 | 0 | 25 | 38 | 0 | 0 | 43 | 63 | 22 | 22 | |
| AGADIR | | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 10 | 0 | 0 | 10 | 0 | 50 | 20 | 20 | 0 | 92 | 0 | 0 | 0 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -23 | 0 | 0 | 0 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|----------------------|-------------------|-----------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | HEATHROW | GB AIRWAYS LTD | S | A | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 54 | 100 | -1 | 4 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 60 | 19 | 5 |
| TOTAL AGADIR | | | | | 33 | 1 | 0 | 55 | 0 | 27 | 12 | 6 | 0 | 35 | 58 | 23 | 23 |
| AKROTIRI | | | | | | | | | | | | | | | | | |
| ALGIERS | HEATHROW | AIR ALGERIE | S | A | 12 | 0 | 3 | 25 | 17 | 17 | 33 | 8 | 0 | 56 | 75 | 53 | 8 |
| | HEATHROW | AIR ALGERIE | S | D | 13 | 0 | 2 | 8 | 8 | 23 | 62 | 0 | 0 | 70 | 13 | 171 | 8 |
| TOTAL ALGIERS | | | | | 25 | 0 | 5 | 16 | 12 | 20 | 48 | 4 | 0 | 63 | 44 | 112 | 112 |
| ALICANTE | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | A | 3 | 0 | 1 | 0 | 0 | 100 | 0 | 0 | 0 | 51 | 0 | 0 | 0 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | D | 2 | 0 | 1 | 0 | 0 | 100 | 0 | 0 | 0 | 49 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 208 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 61 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | A | 2 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 56 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 13 | 1 | 0 | 38 | 15 | 38 | 8 | 0 | 0 | 27 | 67 | 12 | 9 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 62 | 8 | 23 | 8 | 0 | 0 | 21 | 100 | 1 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 40 | 50 | 10 | 0 | 0 | 0 | 18 | 38 | 31 | 16 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 13 | 69 | 16 | 16 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 33 | 22 | 11 | 22 | 11 | 0 | 65 | 80 | 15 | 5 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 11 | 0 | 22 | 11 | 0 | 52 | 100 | 7 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 31 | 0 | 181 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 67 | 8 | 3 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 24 | 0 | 2 | 54 | 13 | 25 | 8 | 0 | 0 | 21 | 69 | 7 | 29 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 25 | 0 | 0 | 52 | 20 | 24 | 4 | 0 | 0 | 21 | 75 | 6 | 28 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 0 | 25 | 0 | 69 | 25 | 19 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 61 | 25 | 25 | 4 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 40 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| ALICANTE | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 12 | 0 | 0 | 33 | 0 | 8 | 8 | 25 | 25 | 179 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 10 | 1 | 1 | 50 | 0 | 0 | 0 | 40 | 10 | 149 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 8 | 0 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 75 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 8 | 0 | 0 | 13 | 13 | 50 | 13 | 13 | 0 | 70 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 13 | 78 | 10 | 9 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 5 | 9 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 13 | 0 | 0 | 15 | 23 | 46 | 15 | 0 | 0 | 41 | 70 | 13 | 10 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 13 | 0 | 0 | 38 | 23 | 23 | 15 | 0 | 0 | 33 | 100 | -4 | 10 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 38 | 67 | 11 | 3 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 26 | 67 | 25 | 3 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 19 | 0 | 0 | 26 | 26 | 32 | 16 | 0 | 0 | 28 | 60 | 18 | 25 |
| | GATWICK | MONARCH AIRLINES | C | D | 19 | 0 | 0 | 74 | 16 | 11 | 0 | 0 | 0 | 11 | 65 | 32 | 26 |
| | LUTON | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 31 | 23 | 31 | 15 | 0 | 0 | 30 | 22 | 29 | 9 |
| | LUTON | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 62 | 15 | 23 | 0 | 0 | 0 | 15 | 67 | 10 | 9 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 4 | 58 | 23 | 12 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 4 | 83 | 7 | 12 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 45 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 126 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 125 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 1 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 30 | 0 | 29 | 1 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 1 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 23 | 100 | -3 | 1 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | HEATHROW | VIVA | S | A | 29 | 0 | 0 | 41 | 34 | 10 | 14 | 0 | 0 | 27 | 77 | 19 | 30 |
| | HEATHROW | VIVA | S | D | 29 | 0 | 0 | 62 | 21 | 7 | 10 | 0 | 0 | 19 | 90 | 6 | 30 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|-----------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | |
| TOTAL ALICANTE | | | | | 451 | 4 | 8 | 51 | 17 | 17 | 10 | 3 | 1 | 35 | 69 | 19 | 19 |
| ALICE SPRINGS | | | | | | | | | | | | | | | | | |
| ALMA ATA | | | | | | | | | | | | | | | | | |
| TOTAL ALMA ATA | | | | | 2 | 0 | 4 | 0 | 50 | 0 | 50 | 0 | 0 | 95 | 0 | 0 | 0 |
| ALMERIA | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 40 | 14 | 5 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 40 | 24 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 53 | 20 | 58 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 80 | -4 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 1 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 47 | 40 | 17 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 1 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 54 | 100 | 3 | 5 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 17 | 0 | 62 | 1 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 38 | 1 |
| TOTAL ALMERIA | | | | | 38 | 2 | 0 | 50 | 11 | 29 | 11 | 0 | 0 | 27 | 50 | 23 | 23 |
| AMMAN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 1 | 0 | 67 | 8 | 25 | 0 | 0 | 0 | 7 | 83 | 55 | 6 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 57 | 7 | 14 | 21 | 0 | 0 | 30 | 100 | -3 | 7 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 9 | 0 | 4 | 44 | 0 | 44 | 11 | 0 | 0 | 27 | 0 | 0 | 0 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | HEATHROW | ROYAL JORDANIAN | S | A | 26 | 0 | 0 | 58 | 12 | 8 | 19 | 4 | 0 | 29 | 39 | 30 | 31 |
| | HEATHROW | ROYAL JORDANIAN | S | D | 27 | 0 | 0 | 70 | 11 | 7 | 7 | 4 | 0 | 24 | 75 | 18 | 32 |
| TOTAL AMMAN | | | | | 96 | 1 | 4 | 61 | 10 | 15 | 11 | 2 | 0 | 24 | 63 | 24 | 24 |
| AMSTERDAM | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 227 | 0 | 1 | 59 | 19 | 11 | 9 | 1 | 0 | 26 | 77 | 16 | 229 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 227 | 0 | 1 | 65 | 16 | 8 | 10 | 1 | 0 | 28 | 86 | 10 | 229 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 186 | 0 | 10 | 57 | 12 | 16 | 12 | 2 | 1 | 32 | 76 | 19 | 189 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| AMSTERDAM | HEATHROW | BRITISH AIRWAYS PLC | S | D | 185 | 0 | 9 | 65 | 12 | 10 | 10 | 2 | 0 | 21 | 79 | 11 | 188 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 84 | 0 | 1 | 76 | 11 | 12 | 0 | 1 | 0 | 12 | 82 | 7 | 87 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 84 | 0 | 1 | 81 | 11 | 7 | 1 | 0 | 0 | 7 | 91 | 3 | 87 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 86 | 0 | 2 | 65 | 23 | 6 | 3 | 1 | 1 | 21 | 0 | 0 | 0 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 87 | 0 | 2 | 74 | 11 | 8 | 5 | 2 | 0 | 17 | 0 | 0 | 0 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 93 | 0 | 0 | 77 | 9 | 5 | 9 | 0 | 0 | 11 | 83 | 9 | 93 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 93 | 0 | 0 | 82 | 4 | 8 | 6 | 0 | 0 | 12 | 96 | 4 | 93 |
| | BIRMINGHAM | KLM | S | A | 107 | 0 | 3 | 75 | 16 | 5 | 5 | 0 | 0 | 11 | 76 | 11 | 109 |
| | BIRMINGHAM | KLM | S | D | 107 | 0 | 3 | 67 | 19 | 8 | 6 | 0 | 0 | 16 | 77 | 16 | 109 |
| | HEATHROW | KLM | S | A | 240 | 0 | 2 | 61 | 16 | 15 | 7 | 0 | 1 | 20 | 82 | 10 | 238 |
| | HEATHROW | KLM | S | D | 240 | 0 | 2 | 65 | 15 | 12 | 7 | 0 | 1 | 20 | 82 | 10 | 238 |
| | GLASGOW | KLM UK LTD | S | A | 81 | 0 | 2 | 78 | 6 | 9 | 6 | 1 | 0 | 9 | 68 | 13 | 76 |
| | GLASGOW | KLM UK LTD | S | D | 83 | 0 | 0 | 57 | 17 | 19 | 7 | 0 | 0 | 20 | 52 | 19 | 77 |
| | MANCHESTER | KLM UK LTD | S | A | 110 | 0 | 7 | 67 | 15 | 5 | 11 | 2 | 0 | 19 | 71 | 14 | 109 |
| | MANCHESTER | KLM UK LTD | S | D | 110 | 0 | 7 | 71 | 10 | 7 | 11 | 1 | 0 | 21 | 72 | 9 | 109 |
| | STANSTED | KLM UK LTD | S | A | 106 | 0 | 2 | 67 | 14 | 6 | 12 | 1 | 0 | 19 | 71 | 16 | 102 |
| | STANSTED | KLM UK LTD | S | D | 108 | 0 | 0 | 71 | 11 | 8 | 8 | 1 | 0 | 20 | 76 | 9 | 102 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 40 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 78 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 54 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 3 | 1 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| | LUTON | SCOT AIRWAYS | S | A | 60 | 0 | 13 | 68 | 13 | 7 | 10 | 2 | 0 | 23 | 0 | 0 | 0 |
| | LUTON | SCOT AIRWAYS | S | D | 66 | 0 | 8 | 80 | 8 | 8 | 5 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | SCOT AIRWAYS | S | A | 26 | 0 | 4 | 23 | 42 | 27 | 8 | 0 | 0 | 28 | 15 | 30 | 26 |
| | MANCHESTER | SCOT AIRWAYS | S | D | 26 | 0 | 4 | 81 | 15 | 4 | 0 | 0 | 0 | 4 | 84 | 0 | 25 |
| | GATWICK | TRANSVIA | S | A | 114 | 0 | 5 | 51 | 26 | 13 | 9 | 1 | 0 | 25 | 67 | 18 | 127 |
| | GATWICK | TRANSVIA | S | D | 116 | 0 | 9 | 61 | 18 | 11 | 9 | 1 | 0 | 22 | 77 | 17 | 128 |
| | MANCHESTER | TRANSVIA | C | A | 7 | 0 | 0 | 14 | 0 | 43 | 43 | 0 | 0 | 69 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|------------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| AMSTERDAM | MANCHESTER | TRANSAVIA | C | D | 5 | 2 | 0 | 40 | 0 | 0 | 60 | 0 | 0 | 56 | 0 | 0 | 0 |
| | HEATHROW | UNITED AIRLINES | S | A | 19 | 0 | 1 | 21 | 32 | 32 | 11 | 5 | 0 | 49 | 40 | 24 | 5 |
| | HEATHROW | UNITED AIRLINES | S | D | 19 | 0 | 0 | 47 | 37 | 5 | 11 | 0 | 0 | 25 | 100 | 1 | 5 |
| TOTAL AMSTERDAM | | | | | 3134 | 7 | 101 | 65 | 15 | 10 | 8 | 1 | 0 | 21 | 77 | 12 | 12 |
| ANCONA | | | | | | | | | | | | | | | | | |
| ANTALYA | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | C | A | 7 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 0 | 0 | 0 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | C | D | 6 | 0 | 1 | 33 | 17 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | | | 13 | 0 | 2 | 69 | 8 | 23 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| ANTIGUA | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 0 | 25 | 289 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 1 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 20 | 94 | 5 |
| TOTAL ANTIGUA | | | | | 13 | 1 | 0 | 38 | 15 | 31 | 8 | 0 | 8 | 105 | 38 | 41 | 41 |
| ANTWERP | GATWICK | CITY FLYER EXPRESS | S | A | 72 | 0 | 9 | 90 | 3 | 1 | 3 | 3 | 0 | 10 | 76 | 19 | 74 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 70 | 0 | 0 | 90 | 4 | 4 | 1 | 0 | 0 | 5 | 81 | 12 | 75 |
| | HEATHROW | SABENA | S | A | 40 | 0 | 2 | 83 | 5 | 10 | 3 | 0 | 0 | 12 | 67 | 22 | 42 |
| | HEATHROW | SABENA | S | D | 40 | 0 | 2 | 65 | 23 | 5 | 8 | 0 | 0 | 17 | 71 | 16 | 42 |
| TOTAL ANTWERP | | | | | 223 | 0 | 13 | 84 | 7 | 4 | 3 | 1 | 0 | 10 | 75 | 17 | 17 |
| ARRECIFE | GLASGOW | AIR EUROPA | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 38 | 0 | 0 | 0 |
| | GLASGOW | AIR EUROPA | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 79 | 0 | 0 | 0 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 58 | 3 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 14 | 3 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 421 | 67 | 15 | 3 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 11 | 0 | 0 | 55 | 18 | 27 | 0 | 0 | 0 | 18 | 57 | 13 | 7 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 11 | 1 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 7 | 71 | 12 | 7 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 25 | 111 | 0 | 23 | 3 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | GLASGOW | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 71 | 0 | 29 | 3 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 0 | 20 | 118 | 50 | 10 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 62 | 31 | 0 | 8 | 0 | 0 | 15 | 57 | 5 | 7 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 62 | 31 | 0 | 8 | 0 | 0 | 21 | 86 | 1 | 7 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 8 | 0 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 65 | 60 | 25 | 5 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 8 | 0 | 0 | 13 | 25 | 13 | 50 | 0 | 0 | 70 | 50 | 90 | 6 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 85 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 68 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 1 | 0 | 0 | 25 | 75 | 0 | 0 | 99 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 93 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 45 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -31 | 80 | -19 | 5 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 80 | 23 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 13 | 0 | 0 | 23 | 38 | 38 | 0 | 0 | 0 | 27 | 60 | 14 | 10 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 14 | 50 | 19 | 10 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 21 | 100 | 0 | 5 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 21 | 80 | 4 | 5 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -26 | 0 | 0 | 0 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 13 | 0 | 0 | 69 | 15 | 0 | 15 | 0 | 0 | 12 | 70 | 28 | 10 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 13 | 0 | 0 | 62 | 15 | 8 | 15 | 0 | 0 | 22 | 90 | 11 | 10 |
| | BIRMINGHAM | FUTURA AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 100 | -18 | 1 |
| | BIRMINGHAM | FUTURA AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 100 | -1 | 1 |
| | GATWICK | FUTURA AIRLINES | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 47 | 0 | 0 | 0 |
| | MANCHESTER | FUTURA AIRLINES | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 108 | 100 | -27 | 1 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 67 | 50 | 21 | 4 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 36 | 75 | 10 | 4 |
| | STANSTED | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 108 | 80 | 12 | 5 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|------------------------|-------------------|-----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ARRECIFE | STANSTED | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 128 | 80 | 9 | 5 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 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 | 7 | 0 | 1 | 0 | 29 | 14 | 57 | 0 | 0 | 64 | 57 | 19 | 14 |
| | GATWICK | MONARCH AIRLINES | C | D | 7 | 0 | 1 | 29 | 29 | 0 | 43 | 0 | 0 | 43 | 71 | 13 | 14 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 57 | 1 | 7 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 36 | 71 | 15 | 7 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 7 | 0 | 0 | 14 | 14 | 29 | 43 | 0 | 0 | 53 | 60 | 9 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 6 | 1 | 1 | 0 | 50 | 33 | 17 | 0 | 0 | 35 | 60 | 8 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 43 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 11 | 0 | 0 | 67 | 22 | 0 | 102 | 80 | 5 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 22 | 11 | 11 | 33 | 22 | 0 | 85 | 60 | 12 | 5 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 351 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 345 | 0 | 0 | 0 |
| | MANCHESTER | OASIS INTERNATIONAL | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | -40 | 5 |
| | MANCHESTER | OASIS INTERNATIONAL | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 5 |
| TOTAL ARRECIFE | | | | | 327 | 5 | 5 | 43 | 16 | 14 | 19 | 5 | 3 | 53 | 66 | 17 | 17 |
| ASHKHABAD | BIRMINGHAM | TURKMENISTAN AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 40 | 0 | 0 | 0 |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 67 | 0 | 0 | 0 |
| | HEATHROW | TURKMENISTAN AIRLINES | C | A | 9 | 0 | 0 | 33 | 11 | 0 | 33 | 22 | 0 | 107 | 0 | 0 | 0 |
| | HEATHROW | TURKMENISTAN AIRLINES | C | D | 9 | 0 | 0 | 11 | 44 | 0 | 33 | 11 | 0 | 88 | 0 | 0 | 0 |
| TOTAL ASHKHABAD | | | | | 26 | 0 | 0 | 31 | 19 | 0 | 38 | 12 | 0 | 84 | 0 | 0 | 0 |
| ASTURIAS | STANSTED | AVIACO | S | A | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | -2 | 92 | 9 | 12 |
| | STANSTED | AVIACO | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 8 | 83 | 16 | 12 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-----------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 34 | 100 | -11 | 2 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 100 | 1 | 2 |
| TOTAL ASTURIAS | | | | | 30 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | 6 | 89 | 10 | 10 |
| ASWAN | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 44 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL ASWAN | | | | | 7 | 0 | 0 | 43 | 14 | 14 | 29 | 0 | 0 | 33 | 33 | 22 | 22 |
| ATHENS | GATWICK | AIR FOYLE PASSENGER AIRLINES | C | A | 3 | 0 | 3 | 0 | 67 | 33 | 0 | 0 | 0 | 30 | 25 | 44 | 4 |
| | GATWICK | AIR FOYLE PASSENGER AIRLINES | C | D | 2 | 0 | 3 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 50 | 20 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 57 | 0 | 47 | 3 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 36 | 100 | 5 | 3 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 28 | 0 | 1 | 4 | 29 | 32 | 36 | 0 | 0 | 55 | 54 | 19 | 28 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 29 | 0 | 0 | 55 | 21 | 17 | 7 | 0 | 0 | 24 | 57 | 17 | 28 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 54 | 19 | 14 | 14 | 0 | 0 | 22 | 59 | 32 | 59 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 0 | 53 | 19 | 24 | 5 | 0 | 0 | 18 | 88 | 14 | 58 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 70 | 0 | 17 | 1 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 18 | 0 | 29 | 2 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 151 | 18 | 55 | 11 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 21 | 73 | 19 | 11 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 7 | 0 | 1 | 0 | 14 | 14 | 29 | 29 | 14 | 236 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 8 | 0 | 0 | 38 | 0 | 13 | 25 | 13 | 13 | 145 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 8 | 0 | 0 | 25 | 0 | 63 | 13 | 0 | 0 | 44 | 43 | 229 | 7 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 71 | 15 | 7 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 10 | 0 | 0 | 40 | 0 | 10 | 30 | 20 | 0 | 93 | 0 | 128 | 3 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 8 | 0 | 0 | 38 | 13 | 0 | 38 | 13 | 0 | 80 | 25 | 27 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 22 | 0 | 1 | 27 | 18 | 27 | 23 | 5 | 0 | 51 | 36 | 57 | 14 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| ATHENS | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | D | 22 | 0 | 0 | 55 | 9 | 9 | 23 | 5 | 0 | 41 | 54 | 28 | 13 | |
| | HEATHROW | OLYMPIC AIRWAYS | S | A | 65 | 0 | 2 | 42 | 34 | 17 | 6 | 2 | 0 | 25 | 46 | 21 | 65 | |
| | HEATHROW | OLYMPIC AIRWAYS | S | D | 66 | 0 | 2 | 56 | 20 | 14 | 9 | 2 | 0 | 21 | 58 | 18 | 66 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 28 | 2 | 1 | 71 | 21 | 7 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 29 | 1 | 1 | 69 | 14 | 10 | 7 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL ATHENS | | | | | 485 | 3 | 15 | 47 | 20 | 17 | 13 | 2 | 0 | 33 | 61 | 24 | 24 | |
| ATLANTA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 29 | 1 | 0 | 24 | 24 | 41 | 7 | 3 | 0 | 37 | 80 | 5 | 30 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 53 | 20 | 20 | 7 | 0 | 0 | 20 | 97 | 5 | 30 | |
| | GATWICK | DELTA AIRLINES | S | A | 59 | 0 | 1 | 24 | 34 | 32 | 10 | 0 | 0 | 29 | 61 | 18 | 59 | |
| | GATWICK | DELTA AIRLINES | S | D | 58 | 1 | 1 | 74 | 16 | 5 | 3 | 2 | 0 | 14 | 85 | 4 | 59 | |
| | MANCHESTER | DELTA AIRLINES | S | A | 29 | 0 | 1 | 34 | 21 | 41 | 3 | 0 | 0 | 25 | 47 | 21 | 30 | |
| | MANCHESTER | DELTA AIRLINES | S | D | 29 | 0 | 1 | 86 | 7 | 3 | 0 | 3 | 0 | 13 | 83 | 9 | 30 | |
| TOTAL ATLANTA | | | | | 234 | 2 | 4 | 49 | 21 | 23 | 6 | 1 | 0 | 23 | 75 | 11 | 11 | |
| AUCKLAND INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR NEW ZEALAND LTD | S | A | 23 | 0 | 0 | 30 | 9 | 30 | 22 | 4 | 4 | 65 | 67 | 28 | 18 | |
| | HEATHROW | AIR NEW ZEALAND LTD | S | D | 23 | 0 | 0 | 57 | 13 | 17 | 13 | 0 | 0 | 29 | 44 | 41 | 18 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 50 | 50 | 77 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 14 | 67 | 79 | 3 | |
| TOTAL AUCKLAND INTERNATIONAL | | | | | 55 | 0 | 0 | 47 | 11 | 22 | 16 | 2 | 2 | 43 | 51 | 35 | 35 | |
| AZORES SANTA MARIA | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BAHRAIN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | GULF AIR | S | A | 34 | 0 | 0 | 53 | 15 | 18 | 12 | 0 | 3 | 32 | 38 | 27 | 24 | |
| | HEATHROW | GULF AIR | S | D | 30 | 0 | 0 | 53 | 30 | 13 | 3 | 0 | 0 | 21 | 78 | 4 | 23 | |
| TOTAL BAHRAIN | | | | | 64 | 0 | 0 | 53 | 22 | 16 | 8 | 0 | 2 | 27 | 65 | 14 | 14 | |
| BAKU | | | | | | | | | | | | | | | | | | |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | S | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 67 | 0 | 76 | 4 | |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | S | D | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 66 | 0 | 65 | 4 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 6 | 0 | 1 | 33 | 33 | 0 | 33 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 7 | 0 | 0 | 14 | 29 | 14 | 43 | 0 | 0 | 51 | 0 | 0 | 0 | |
| TOTAL BAKU | | | | | 21 | 0 | 1 | 14 | 19 | 19 | 48 | 0 | 0 | 51 | 0 | 70 | 70 | |
| BALI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GATWICK | GARUDA INDONESIA | S | A | 8 | 1 | 0 | 63 | 13 | 0 | 13 | 13 | 0 | 44 | 50 | 22 | 4 | |
| | GATWICK | GARUDA INDONESIA | S | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 13 | 0 | 0 | 0 | |
| TOTAL BALI INTERNATIONAL | | | | | 17 | 1 | 0 | 65 | 12 | 6 | 12 | 6 | 0 | 27 | 50 | 22 | 22 | |
| BALTIMORE | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 33 | 30 | 27 | 0 | 10 | 0 | 36 | 86 | -5 | 29 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 80 | 7 | 10 | 3 | 0 | 0 | 14 | 100 | -3 | 30 | |
| TOTAL BALTIMORE | | | | | 60 | 0 | 0 | 57 | 18 | 18 | 2 | 5 | 0 | 25 | 93 | -4 | -4 | |
| BANDAR SERI BEGAWAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | A | 18 | 0 | 0 | 56 | 6 | 22 | 11 | 6 | 0 | 28 | 39 | 23 | 18 | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | D | 18 | 0 | 0 | 33 | 39 | 6 | 22 | 0 | 0 | 40 | 67 | 17 | 18 | |
| TOTAL BANDAR SERI BEGAWAN | | | | | 36 | 0 | 0 | 44 | 22 | 14 | 17 | 3 | 0 | 34 | 53 | 20 | 20 | |
| BANGKOK | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 | |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | A | 31 | 0 | 0 | 48 | 19 | 16 | 16 | 0 | 0 | 24 | 42 | 44 | 31 | |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | D | 31 | 0 | 0 | 48 | 26 | 13 | 10 | 3 | 0 | 27 | 65 | 26 | 31 | |
| TOTAL BANGKOK | | | | | 66 | 1 | 1 | 52 | 21 | 14 | 12 | 2 | 0 | 24 | 52 | 36 | 36 | |
| BANJUL | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BANJUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | | |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 40 | 0 | 0 | 0 | | |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 73 | 0 | 0 | 0 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 31 | 0 | 0 | 0 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 0 | 40 | 60 | 0 | 68 | 0 | 81 | 5 | | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 0 | 60 | 20 | 20 | 0 | 39 | 0 | 179 | 5 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 1 | 0 | 0 | 67 | 33 | 0 | 77 | 0 | 0 | 0 | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 29 | 0 | 0 | 0 | | |
| TOTAL BANJUL | | | | | 43 | 3 | 1 | 26 | 33 | 26 | 16 | 0 | 37 | 0 | 130 | 130 | | |
| BARCELONA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR EUROPA | S | A | 25 | 0 | 1 | 20 | 52 | 28 | 0 | 0 | 26 | 0 | 0 | 0 | | |
| | GATWICK | AIR EUROPA | S | D | 25 | 0 | 1 | 56 | 12 | 16 | 12 | 4 | 33 | 0 | 0 | 0 | | |
| | GATWICK | BRITANNIA AB | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 95 | 0 | 0 | 0 | | |
| | GATWICK | BRITANNIA AB | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 63 | 0 | 0 | 0 | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | -4 | 100 | -14 | 16 | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 68 | 24 | 4 | 4 | 0 | 12 | 100 | 3 | 16 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 88 | 0 | 1 | 69 | 11 | 13 | 5 | 2 | 18 | 86 | 5 | 88 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 1 | 61 | 16 | 11 | 10 | 1 | 25 | 75 | 12 | 87 | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 35 | 100 | -3 | 1 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 54 | 100 | -5 | 1 | | |
| | HEATHROW | IBERIA | S | A | 88 | 1 | 2 | 67 | 16 | 13 | 5 | 0 | 12 | 86 | 2 | 90 | | |
| | HEATHROW | IBERIA | S | D | 88 | 1 | 2 | 72 | 8 | 15 | 6 | 0 | 14 | 90 | 4 | 90 | | |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 75 | 0 | 0 | 0 | | |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 1 | 0 | 33 | 0 | 67 | 0 | 0 | 27 | 0 | 0 | 0 | | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 126 | 67 | 14 | 9 | | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 95 | 88 | 5 | 8 | | |
| | LUTON | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 32 | 0 | 0 | 0 | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | | |
|-----------------------------|-------------------|-------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| BARCELONA | | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 58 | 0 | 0 | 0 | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 32 | 0 | 0 | 0 | | |
| TOTAL BARCELONA | | | | | 487 | 8 | 9 | 62 | 14 | 14 | 9 | 1 | 0 | 21 | 85 | 5 | 5 | |
| BARRA | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 24 | 2 | 0 | 83 | 8 | 8 | 0 | 0 | 3 | 62 | 20 | 26 | | |
| | GLASGOW | LOGANAIR | S | D | 25 | 3 | 0 | 80 | 8 | 8 | 4 | 0 | 6 | 82 | 23 | 28 | | |
| TOTAL BARRA | | | | | 49 | 5 | 0 | 82 | 8 | 8 | 2 | 0 | 5 | 72 | 21 | 21 | | |
| BASLE MULHOUSE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 49 | 0 | 1 | 37 | 29 | 16 | 18 | 0 | 34 | 43 | 29 | 47 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 48 | 0 | 2 | 63 | 21 | 6 | 10 | 0 | 21 | 66 | 21 | 47 | | |
| | HEATHROW | SWISS AIRLINES | S | A | 59 | 0 | 1 | 64 | 14 | 10 | 12 | 0 | 22 | 69 | 11 | 58 | | |
| | HEATHROW | SWISS AIRLINES | S | D | 59 | 0 | 1 | 59 | 12 | 10 | 19 | 0 | 26 | 74 | 11 | 58 | | |
| | MANCHESTER | SWISS AIRLINES | S | A | 43 | 0 | 5 | 49 | 28 | 16 | 5 | 2 | 26 | 0 | 0 | 0 | | |
| | MANCHESTER | SWISS AIRLINES | S | D | 42 | 0 | 6 | 71 | 17 | 5 | 7 | 0 | 16 | 0 | 0 | 0 | | |
| TOTAL BASLE MULHOUSE | | | | | 300 | 0 | 16 | 57 | 19 | 11 | 12 | 0 | 0 | 24 | 67 | 15 | 15 | |
| BEAUVAIS | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 33 | 0 | 0 | 33 | 33 | 0 | 105 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 24 | 0 | 0 | 0 | | |
| TOTAL BEAUVAIS | | | | | 11 | 0 | 0 | 55 | 0 | 0 | 27 | 18 | 0 | 68 | 83 | 12 | 12 | |
| BEIJING | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CHINA | S | A | 9 | 0 | 0 | 67 | 11 | 0 | 11 | 0 | 11 | 164 | 88 | -11 | 8 | |
| | HEATHROW | AIR CHINA | S | D | 8 | 1 | 0 | 25 | 50 | 13 | 13 | 0 | 37 | 56 | 40 | 9 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -15 | 75 | -1 | 8 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 11 | 100 | 0 | 7 | | |
| TOTAL BEIJING | | | | | 33 | 1 | 0 | 67 | 18 | 6 | 6 | 0 | 3 | 53 | 78 | 8 | 8 | |
| BEIRUT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 4 | 90 | -4 | 21 | | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | | |
|---------------------------|-------------------|-------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| BEIRUT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | -4 | 22 | |
| | HEATHROW | MEA | S | A | 18 | 0 | 0 | 61 | 17 | 17 | 0 | 0 | 6 | 76 | 56 | 15 | 18 | |
| | HEATHROW | MEA | S | D | 18 | 0 | 0 | 11 | 22 | 22 | 39 | 6 | 0 | 74 | 29 | 47 | 17 | |
| TOTAL BEIRUT | | | | | 46 | 0 | 0 | 48 | 17 | 15 | 15 | 2 | 2 | 59 | 72 | 12 | 12 | |
| BELFAST CITY | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 70 | 0 | 6 | 83 | 6 | 1 | 9 | 0 | 1 | 13 | 95 | 2 | 75 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 70 | 1 | 6 | 79 | 4 | 6 | 10 | 0 | 1 | 21 | 93 | 5 | 75 | |
| | LUTON | BRITISH REGIONAL AIRLINES LTD | S | A | 31 | 3 | 3 | 55 | 23 | 10 | 10 | 3 | 0 | 27 | 87 | 5 | 53 | |
| | LUTON | BRITISH REGIONAL AIRLINES LTD | S | D | 32 | 2 | 2 | 63 | 13 | 9 | 9 | 6 | 0 | 35 | 72 | 16 | 54 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 119 | 0 | 2 | 71 | 10 | 9 | 7 | 2 | 2 | 26 | 81 | 9 | 128 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 121 | 0 | 0 | 77 | 7 | 7 | 6 | 2 | 1 | 17 | 91 | 0 | 128 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 46 | 1 | 3 | 76 | 4 | 11 | 7 | 2 | 0 | 15 | 86 | 6 | 100 | |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 71 | 3 | 2 | 59 | 13 | 15 | 7 | 6 | 0 | 33 | 80 | 14 | 101 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | A | 113 | 1 | 10 | 62 | 11 | 13 | 12 | 2 | 0 | 25 | 84 | 4 | 111 | |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | D | 111 | 1 | 11 | 57 | 12 | 11 | 18 | 3 | 0 | 37 | 82 | 14 | 111 | |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | A | 107 | 0 | 6 | 79 | 7 | 6 | 7 | 1 | 0 | 13 | 84 | 3 | 70 | |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | D | 107 | 0 | 6 | 63 | 18 | 10 | 9 | 0 | 0 | 22 | 85 | 11 | 71 | |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | A | 53 | 2 | 0 | 62 | 13 | 9 | 11 | 4 | 0 | 25 | 0 | 0 | 0 | |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | D | 29 | 2 | 0 | 66 | 14 | 10 | 10 | 0 | 0 | 25 | 0 | 0 | 0 | |
| TOTAL BELFAST CITY | | | | | 1080 | 16 | 57 | 69 | 10 | 9 | 9 | 2 | 0 | 23 | 85 | 8 | 8 | |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GATWICK | AB AIRLINES | S | A | 18 | 0 | 2 | 61 | 0 | 11 | 28 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | GATWICK | AB AIRLINES | S | D | 20 | 2 | 1 | 55 | 5 | 10 | 25 | 5 | 0 | 44 | 0 | 0 | 0 | |
| | STANSTED | AB AIRLINES | S | A | 81 | 0 | 0 | 75 | 10 | 5 | 6 | 4 | 0 | 18 | 0 | 0 | 0 | |
| | STANSTED | AB AIRLINES | S | D | 83 | 0 | 0 | 70 | 12 | 6 | 8 | 4 | 0 | 23 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 243 | 1 | 6 | 60 | 19 | 13 | 7 | 1 | 0 | 22 | 83 | 13 | 251 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 258 | 1 | 4 | 72 | 13 | 6 | 8 | 1 | 0 | 18 | 89 | 7 | 259 | |
| | MANCHESTER | BMI REGIONAL | S | A | 80 | 1 | 7 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | MANCHESTER | BMI REGIONAL | S | D | 83 | 0 | 3 | 96 | 4 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|------------------------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 167 | 1 | 0 | 47 | 22 | 22 | 7 | 1 | 1 | 30 | 62 | 24 | 177 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 182 | 2 | 5 | 59 | 21 | 12 | 8 | 1 | 0 | 19 | 78 | 20 | 189 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 112 | 1 | 10 | 76 | 9 | 9 | 5 | 1 | 0 | 15 | 73 | 17 | 127 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 112 | 0 | 10 | 79 | 10 | 6 | 4 | 0 | 0 | 7 | 87 | 4 | 126 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 98 | 1 | 0 | 73 | 11 | 6 | 7 | 2 | 0 | 17 | 92 | 3 | 98 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 98 | 0 | 0 | 74 | 7 | 8 | 9 | 1 | 0 | 19 | 94 | 5 | 98 |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | A | 47 | 0 | 0 | 72 | 9 | 15 | 2 | 2 | 0 | 11 | 0 | 0 | 0 |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | D | 47 | 0 | 0 | 77 | 9 | 9 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | A | 140 | 6 | 0 | 66 | 6 | 10 | 13 | 5 | 0 | 30 | 90 | 5 | 115 |
| | GLASGOW | LOGANAIR | S | D | 143 | 5 | 0 | 63 | 8 | 10 | 15 | 3 | 0 | 29 | 87 | 7 | 121 |
| TOTAL BELFAST INTERNATIONAL | | | | | 2012 | 23 | 91 | 68 | 13 | 9 | 8 | 1 | 0 | 19 | 82 | 11 | 11 |
| BELGRADE | | | | | | | | | | | | | | | | | |
| | HEATHROW | JATAIRWAYS | S | A | 21 | 1 | 3 | 57 | 24 | 10 | 10 | 0 | 0 | 22 | 0 | 0 | 0 |
| | HEATHROW | JATAIRWAYS | S | D | 22 | 0 | 3 | 41 | 27 | 5 | 18 | 5 | 5 | 112 | 0 | 0 | 0 |
| TOTAL BELGRADE | | | | | 43 | 1 | 6 | 49 | 26 | 7 | 14 | 2 | 2 | 68 | 0 | 0 | 0 |
| BENBECULA | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 24 | 0 | 0 | 75 | 4 | 0 | 17 | 4 | 0 | 33 | 54 | 23 | 24 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 67 | 13 | 0 | 21 | 0 | 0 | 29 | 68 | 20 | 25 |
| TOTAL BENBECULA | | | | | 48 | 0 | 0 | 71 | 8 | 0 | 19 | 2 | 0 | 31 | 61 | 21 | 21 |
| BERGAMO | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 44 | 50 | 152 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -81 | 67 | 13 | 3 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 203 | 2 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 49 | 100 | -5 | 2 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 100 | 2 | 1 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 128 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|-----------------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BERGAMO | | | | | | | | | | | | | | | | | |
| TOTAL BERGAMO | | | | | 26 | 0 | 4 | 54 | 12 | 12 | 15 | 8 | 0 | 28 | 52 | 86 | 86 |
| BERGEN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 28 | 0 | 0 | 39 | 25 | 29 | 4 | 4 | 0 | 27 | 70 | 10 | 27 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 28 | 0 | 0 | 50 | 36 | 11 | 4 | 0 | 0 | 16 | 89 | 2 | 27 |
| | GATWICK | BRAATHENS ASA | S | A | 29 | 0 | 0 | 90 | 0 | 3 | 7 | 0 | 0 | 8 | 69 | 9 | 26 |
| | GATWICK | BRAATHENS ASA | S | D | 29 | 0 | 0 | 72 | 21 | 7 | 0 | 0 | 0 | 11 | 84 | 8 | 25 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL BERGEN | | | | | 123 | 0 | 0 | 64 | 19 | 12 | 4 | 1 | 0 | 16 | 78 | 7 | 7 |
| BERLIN (TEGEL) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 105 | 1 | 5 | 72 | 13 | 5 | 5 | 5 | 0 | 19 | 74 | 17 | 111 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 104 | 0 | 5 | 65 | 15 | 13 | 4 | 2 | 0 | 19 | 81 | 12 | 111 |
| | HEATHROW | LUFTHANSA | S | A | 56 | 0 | 2 | 88 | 7 | 4 | 2 | 0 | 0 | 5 | 64 | 17 | 59 |
| | HEATHROW | LUFTHANSA | S | D | 56 | 0 | 2 | 93 | 5 | 0 | 2 | 0 | 0 | 1 | 92 | -1 | 59 |
| TOTAL BERLIN (TEGEL) | | | | | 321 | 1 | 14 | 76 | 12 | 7 | 3 | 2 | 0 | 13 | 77 | 12 | 12 |
| BERMUDA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 1 | 77 | 15 | 0 | 0 | 8 | 0 | 22 | 100 | -22 | 8 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 7 | 89 | 2 | 9 |
| TOTAL BERMUDA | | | | | 26 | 0 | 1 | 77 | 15 | 4 | 0 | 4 | 0 | 14 | 94 | -9 | -9 |
| BERNE | | | | | | | | | | | | | | | | | |
| BILBAO | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR OPERATIONS EUROPE | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 60 | 0 | 47 | 1 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 100 | 13 | 1 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 0 | 71 | 11 | 11 | 7 | 0 | 0 | 16 | 82 | 2 | 28 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 0 | 61 | 14 | 11 | 14 | 0 | 0 | 23 | 86 | 13 | 28 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 45 | 50 | 4 | 2 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 52 | 50 | 7 | 2 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BILBAO | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 7 | 63 | 22 | 30 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 80 | 10 | 3 | 7 | 0 | 0 | 9 | 90 | 3 | 30 |
| TOTAL BILBAO | | | | | 130 | 0 | 0 | 67 | 14 | 11 | 8 | 0 | 0 | 16 | 76 | 11 | 11 |
| BILLUND | GATWICK | BRITANNIA AB | C | A | 6 | 0 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 64 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | MAERSK AIR | S | A | 55 | 0 | 1 | 58 | 27 | 9 | 5 | 0 | 0 | 20 | 79 | 13 | 56 |
| | GATWICK | MAERSK AIR | S | D | 57 | 0 | 0 | 67 | 12 | 9 | 11 | 0 | 2 | 27 | 80 | 12 | 56 |
| | STANSTED | MAERSK AIR | C | A | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | STANSTED | MAERSK AIR | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | BIRMINGHAM | NEWAIR AIR SERVICE | S | A | 40 | 0 | 2 | 85 | 5 | 3 | 5 | 3 | 0 | 6 | 58 | 18 | 45 |
| | BIRMINGHAM | NEWAIR AIR SERVICE | S | D | 39 | 0 | 3 | 85 | 5 | 3 | 5 | 3 | 0 | 13 | 76 | 15 | 45 |
| | MANCHESTER | NEWAIR AIR SERVICE | S | A | 30 | 0 | 8 | 87 | 7 | 0 | 3 | 3 | 0 | 14 | 66 | 18 | 44 |
| | MANCHESTER | NEWAIR AIR SERVICE | S | D | 30 | 0 | 8 | 90 | 3 | 0 | 3 | 3 | 0 | 4 | 80 | 6 | 44 |
| TOTAL BILLUND | | | | | 273 | 1 | 23 | 74 | 12 | 5 | 7 | 1 | 0 | 16 | 73 | 13 | 13 |
| BIRMINGHAM | GLASGOW | BRITISH AIRWAYS PLC | S | A | 154 | 1 | 15 | 70 | 21 | 5 | 4 | 0 | 0 | 14 | 80 | 12 | 103 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 158 | 1 | 9 | 85 | 6 | 6 | 3 | 1 | 0 | 9 | 90 | 3 | 99 |
| TOTAL BIRMINGHAM | | | | | 318 | 2 | 24 | 77 | 13 | 6 | 3 | 1 | 0 | 13 | 84 | 9 | 9 |
| BISHKEK (FRUNZE) | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 119 | 0 | 0 | 0 |
| TOTAL BISHKEK (FRUNZE) | | | | | 3 | 0 | 1 | 33 | 0 | 0 | 67 | 0 | 0 | 83 | 0 | 0 | 0 |
| BODO | | | | | | | | | | | | | | | | | |
| BOGOTA | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 13 | 89 | -22 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 10 | 0 | 0 | 30 | 30 | 20 | 20 | 0 | 0 | 39 | 56 | 22 | 9 |
| TOTAL BOGOTA | | | | | 19 | 0 | 0 | 53 | 21 | 11 | 16 | 0 | 0 | 27 | 72 | 0 | 0 |
| BOLOGNA | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|-----------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| BOLOGNA | | | | | | | | | | | | | | | | | |
| | GATWICK | ALITALIA | S | A | 30 | 0 | 1 | 37 | 33 | 23 | 7 | 0 | 0 | 25 | 57 | 43 | 28 |
| | GATWICK | ALITALIA | S | D | 29 | 1 | 2 | 66 | 7 | 28 | 0 | 0 | 0 | 15 | 67 | 31 | 27 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 33 | 20 | 27 | 20 | 0 | 0 | 39 | 72 | 23 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 47 | 30 | 17 | 7 | 0 | 0 | 20 | 79 | 12 | 29 |
| | STANSTED | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 56 | 38 | 22 | 8 |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 23 | 75 | 15 | 8 |
| TOTAL BOLOGNA | | | | | 142 | 1 | 4 | 42 | 20 | 27 | 10 | 0 | 0 | 28 | 63 | 33 | 33 |
| BORDEAUX | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR INTER EUROPE | S | A | 10 | 0 | 4 | 90 | 0 | 10 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | GATWICK | AIR INTER EUROPE | S | D | 10 | 0 | 4 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | AIR LIB | S | A | 43 | 0 | 2 | 70 | 21 | 2 | 5 | 2 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | AIR LIB | S | D | 43 | 0 | 2 | 74 | 5 | 9 | 7 | 5 | 0 | 24 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 30 | 0 | 0 | 60 | 13 | 10 | 17 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 29 | 0 | 1 | 62 | 10 | 14 | 14 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL BORDEAUX | | | | | 165 | 0 | 13 | 70 | 12 | 8 | 8 | 2 | 0 | 20 | 88 | 3 | 3 |
| BOSTON | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 58 | 0 | 1 | 19 | 10 | 43 | 26 | 2 | 0 | 52 | 77 | 8 | 30 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 58 | 0 | 1 | 83 | 9 | 5 | 3 | 0 | 0 | 7 | 83 | 17 | 30 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 4 | 47 | 24 | 6 | 18 | 6 | 0 | 32 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 19 | 0 | 2 | 63 | 5 | 5 | 16 | 11 | 0 | 43 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 1 | 1 | 53 | 15 | 10 | 17 | 5 | 0 | 31 | 97 | -6 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 1 | 67 | 18 | 3 | 12 | 0 | 0 | 20 | 79 | 10 | 29 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 26 | 0 | 4 | 46 | 8 | 15 | 23 | 4 | 4 | 53 | 93 | 3 | 28 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 28 | 0 | 2 | 68 | 11 | 14 | 7 | 0 | 0 | 21 | 93 | 12 | 27 |
| TOTAL BOSTON | | | | | 325 | 1 | 16 | 56 | 13 | 14 | 15 | 2 | 0 | 30 | 83 | 11 | 11 |
| BOURNEMOUTH | | | | | | | | | | | | | | | | | |
| BRATISLAVA | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|-------------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BREMEN | | | | | | | | | | | | | | | | | | |
| | GATWICK | DEUTSCHE BA | S | A | 74 | 0 | 5 | 70 | 11 | 14 | 5 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | GATWICK | DEUTSCHE BA | S | D | 74 | 0 | 5 | 76 | 7 | 14 | 4 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | HEATHROW | LUFTHANSA | S | A | 27 | 0 | 0 | 63 | 19 | 7 | 11 | 0 | 0 | 19 | 41 | 28 | 29 | |
| | HEATHROW | LUFTHANSA | S | D | 27 | 0 | 0 | 70 | 11 | 7 | 11 | 0 | 0 | 14 | 79 | 14 | 29 | |
| TOTAL BREMEN | | | | | 202 | 0 | 10 | 71 | 10 | 12 | 6 | 0 | 0 | 15 | 76 | 11 | 11 | |
| BREST | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 28 | 0 | 0 | 71 | 18 | 7 | 4 | 0 | 0 | 14 | 67 | 17 | 30 | |
| | GATWICK | BRIT AIR | S | D | 28 | 0 | 0 | 68 | 18 | 14 | 0 | 0 | 0 | 12 | 87 | 9 | 30 | |
| TOTAL BREST | | | | | 56 | 0 | 0 | 70 | 18 | 11 | 2 | 0 | 0 | 13 | 77 | 13 | 13 | |
| BRIDGETOWN | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 54 | 0 | 104 | 1 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 70 | 100 | -34 | 2 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 32 | 50 | 16 | 2 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 12 | 90 | 78 | 10 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 28 | 83 | 7 | 6 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | -7 | 78 | 50 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 11 | 0 | 0 | 64 | 0 | 18 | 18 | 0 | 0 | 31 | 56 | 33 | 9 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 198 | 57 | 58 | 7 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 7 | 0 | 1 | 29 | 0 | 14 | 57 | 0 | 0 | 59 | 50 | 45 | 8 | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 6 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 55 | 100 | 10 | 1 | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 7 | 0 | 0 | 57 | 14 | 0 | 29 | 0 | 0 | 30 | 0 | 25 | 1 | |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 43 | 100 | -3 | 1 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 56 | 0 | 63 | 3 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 59 | 25 | 33 | 4 | |
| TOTAL BRIDGETOWN | | | | | 92 | 0 | 1 | 47 | 9 | 13 | 29 | 2 | 0 | 41 | 58 | 45 | 45 | |
| BRISBANE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 15 | 0 | 0 | 80 | 7 | 13 | 0 | 0 | 0 | 2 | 33 | 30 | 12 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 62 | 23 | 15 | 0 | 0 | 0 | 14 | 69 | 6 | 13 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 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) | | | | | | | | | | | | |
| BRISBANE | | | | | | | | | | | | | | | | | | |
| TOTAL BRISBANE | | | | | 28 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 8 | 48 | 20 | 20 | |
| BRISTOL | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 89 | 3 | 5 | 67 | 3 | 7 | 13 | 4 | 4 | 95 | 82 | 15 | 90 | |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 89 | 3 | 5 | 64 | 8 | 3 | 16 | 4 | 4 | 97 | 83 | 14 | 89 | |
| TOTAL BRISTOL | | | | | 178 | 7 | 10 | 66 | 6 | 5 | 15 | 4 | 4 | 96 | 83 | 15 | 15 | |
| BRUGGEN | | | | | | | | | | | | | | | | | | |
| BRUSSELS | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMI BRITISH MIDLAND | S | A | 53 | 0 | 0 | 74 | 13 | 11 | 2 | 0 | 0 | 11 | 91 | 1 | 69 | |
| | BIRMINGHAM | BMI BRITISH MIDLAND | S | D | 53 | 0 | 0 | 83 | 13 | 4 | 0 | 0 | 0 | 7 | 94 | 4 | 69 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 145 | 0 | 4 | 42 | 21 | 21 | 15 | 1 | 0 | 33 | 67 | 14 | 185 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 144 | 0 | 4 | 61 | 15 | 12 | 12 | 1 | 0 | 23 | 90 | 4 | 184 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 92 | 0 | 3 | 57 | 23 | 11 | 7 | 3 | 0 | 27 | 77 | 11 | 99 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 91 | 0 | 3 | 77 | 8 | 10 | 5 | 0 | 0 | 13 | 90 | 4 | 98 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 38 | 0 | 1 | 71 | 16 | 8 | 5 | 0 | 0 | 15 | 83 | 8 | 41 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 38 | 0 | 1 | 87 | 8 | 3 | 3 | 0 | 0 | 6 | 93 | 4 | 41 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 160 | 2 | 9 | 45 | 25 | 18 | 9 | 2 | 1 | 31 | 68 | 19 | 176 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 160 | 0 | 9 | 63 | 17 | 11 | 8 | 1 | 0 | 21 | 85 | 10 | 174 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 38 | 0 | 1 | 71 | 13 | 8 | 5 | 3 | 0 | 21 | 67 | 13 | 42 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 38 | 0 | 0 | 68 | 8 | 16 | 8 | 0 | 0 | 19 | 78 | 15 | 41 | |
| | STANSTED | KLM UK LTD | S | A | 73 | 0 | 6 | 59 | 18 | 11 | 10 | 3 | 0 | 21 | 73 | 12 | 64 | |
| | STANSTED | KLM UK LTD | S | D | 74 | 0 | 5 | 64 | 14 | 8 | 12 | 3 | 0 | 27 | 80 | 10 | 66 | |
| | GLASGOW | SABENA | S | A | 44 | 0 | 11 | 77 | 18 | 0 | 5 | 0 | 0 | 6 | 87 | 4 | 46 | |
| | GLASGOW | SABENA | S | D | 45 | 0 | 11 | 62 | 24 | 2 | 7 | 4 | 0 | 23 | 93 | 5 | 46 | |
| | HEATHROW | SABENA | S | A | 198 | 0 | 0 | 58 | 21 | 13 | 8 | 1 | 0 | 19 | 77 | 9 | 223 | |
| | HEATHROW | SABENA | S | D | 198 | 0 | 40 | 65 | 14 | 10 | 10 | 1 | 1 | 23 | 83 | 6 | 223 | |
| | MANCHESTER | SABENA | S | A | 22 | 0 | 3 | 77 | 9 | 14 | 0 | 0 | 0 | 11 | 77 | 10 | 26 | |
| | MANCHESTER | SABENA | S | D | 27 | 3 | 3 | 85 | 7 | 7 | 0 | 0 | 0 | 6 | 92 | 2 | 26 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|------------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BRUSSELS | HEATHROW | UNITED AIRLINES | S | A | 4 | 0 | 1 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 65 | 17 | 26 |
| | HEATHROW | UNITED AIRLINES | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 92 | 0 | 26 |
| TOTAL BRUSSELS | | | | | 1742 | 8 | 155 | 62 | 17 | 11 | 8 | 1 | 0 | 21 | 81 | 9 | 9 |
| BUCHAREST (OTOPENI) | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 16 | 1 | 0 | 25 | 13 | 44 | 13 | 6 | 0 | 55 | 59 | 19 | 17 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 16 | 0 | 0 | 44 | 19 | 31 | 6 | 0 | 0 | 26 | 67 | 11 | 18 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 37 | 2 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 0 | 44 | 2 |
| | HEATHROW | TAROM | S | A | 29 | 0 | 2 | 59 | 17 | 7 | 17 | 0 | 0 | 22 | 38 | 46 | 32 |
| | HEATHROW | TAROM | S | D | 30 | 0 | 2 | 50 | 23 | 13 | 13 | 0 | 0 | 27 | 56 | 16 | 32 |
| | MANCHESTER | TAROM | S | A | 5 | 1 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 6 | 33 | 72 | 9 |
| | MANCHESTER | TAROM | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 44 | 59 | 9 |
| | STANSTED | TAROM | S | A | 4 | 0 | 5 | 75 | 0 | 25 | 0 | 0 | 0 | -7 | 67 | 26 | 9 |
| | STANSTED | TAROM | S | D | 3 | 1 | 5 | 33 | 67 | 0 | 0 | 0 | 0 | 23 | 44 | 39 | 9 |
| TOTAL BUCHAREST (OTOPENI) | | | | | 116 | 4 | 16 | 52 | 21 | 16 | 10 | 1 | 0 | 25 | 48 | 31 | 31 |
| BUDAPEST | HEATHROW | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 2 | 46 | 26 | 23 | 5 | 0 | 0 | 20 | 58 | 21 | 45 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 56 | 0 | 2 | 63 | 21 | 11 | 5 | 0 | 0 | 16 | 73 | 16 | 45 |
| | HEATHROW | MALEV (HUNGARIAN AIRLINES) | S | A | 59 | 0 | 1 | 46 | 19 | 24 | 12 | 0 | 0 | 27 | 35 | 29 | 40 |
| | HEATHROW | MALEV (HUNGARIAN AIRLINES) | S | D | 60 | 0 | 1 | 60 | 15 | 15 | 8 | 2 | 0 | 24 | 45 | 25 | 40 |
| TOTAL BUDAPEST | | | | | 235 | 1 | 6 | 54 | 20 | 18 | 8 | 0 | 0 | 22 | 54 | 22 | 22 |
| BUENOS AIRES | HEATHROW | AEROLINEAS ARGENTINAS | S | A | 8 | 0 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 28 | 75 | 9 | 4 |
| | HEATHROW | AEROLINEAS ARGENTINAS | S | D | 8 | 0 | 1 | 50 | 25 | 13 | 13 | 0 | 0 | 22 | 75 | 8 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 93 | -14 | 14 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 6 | 62 | 10 | 13 |
| TOTAL BUENOS AIRES | | | | | 42 | 0 | 2 | 64 | 17 | 17 | 2 | 0 | 0 | 9 | 77 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|-------------------------------|-------------------|---------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| CAGLIARI (ELMAS) | | | | | | | | | | | | | | | | | | |
| | GATWICK | MERIDIANA AIR | S | A | 28 | 0 | 1 | 39 | 29 | 14 | 14 | 4 | 0 | 38 | 0 | 0 | 0 | |
| | GATWICK | MERIDIANA AIR | S | D | 29 | 0 | 1 | 59 | 14 | 10 | 10 | 7 | 0 | 36 | 0 | 0 | 0 | |
| TOTAL CAGLIARI (ELMAS) | | | | | 61 | 0 | 2 | 46 | 20 | 13 | 16 | 5 | 0 | 40 | 25 | 30 | 30 | |
| CAIRNS | | | | | | | | | | | | | | | | | | |
| CAIRO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 71 | 19 | 6 | 3 | 0 | 0 | 7 | 94 | -4 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 68 | 16 | 3 | 10 | 3 | 0 | 26 | 87 | 11 | 31 | |
| | HEATHROW | EGYPT AIR | S | A | 34 | 0 | 1 | 29 | 15 | 26 | 24 | 6 | 0 | 55 | 39 | 25 | 31 | |
| | HEATHROW | EGYPT AIR | S | D | 34 | 0 | 0 | 6 | 15 | 35 | 35 | 9 | 0 | 80 | 3 | 40 | 30 | |
| TOTAL CAIRO | | | | | 130 | 1 | 2 | 42 | 16 | 18 | 18 | 5 | 0 | 43 | 56 | 18 | 18 | |
| CALCUTTA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 7 | 1 | 1 | 71 | 0 | 14 | 0 | 0 | 14 | 81 | 89 | -3 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 22 | 33 | 22 | 22 | 0 | 0 | 39 | 89 | 8 | 9 | |
| TOTAL CALCUTTA | | | | | 16 | 1 | 1 | 44 | 19 | 19 | 13 | 0 | 6 | 57 | 89 | 2 | 2 | |
| CALGARY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 12 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 25 | 83 | -22 | 12 | |
| | HEATHROW | AIR CANADA | S | D | 13 | 0 | 0 | 38 | 15 | 23 | 15 | 8 | 0 | 44 | 90 | 17 | 10 | |
| TOTAL CALGARY | | | | | 25 | 1 | 0 | 36 | 24 | 20 | 16 | 4 | 0 | 34 | 86 | -5 | -5 | |
| CAMAGUEY | | | | | | | | | | | | | | | | | | |
| CAMBRIDGE | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | SCOT AIRWAYS | S | A | 25 | 0 | 5 | 96 | 0 | 4 | 0 | 0 | 0 | 4 | 81 | -1 | 31 | |
| | MANCHESTER | SCOT AIRWAYS | S | D | 25 | 0 | 5 | 64 | 20 | 16 | 0 | 0 | 0 | 11 | 58 | 13 | 31 | |
| TOTAL CAMBRIDGE | | | | | 50 | 0 | 10 | 80 | 10 | 10 | 0 | 0 | 0 | 8 | 69 | 6 | 6 | |
| CAMPBELTOWN | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 16 | 0 | 0 | 81 | 0 | 0 | 13 | 6 | 0 | 25 | 87 | 4 | 38 | |
| | GLASGOW | LOGANAIR | S | D | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 14 | 85 | 5 | 20 | |
| TOTAL CAMPBELTOWN | | | | | 34 | 0 | 0 | 74 | 9 | 6 | 9 | 3 | 0 | 19 | 86 | 4 | 4 | |
| CAPE TOWN | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-------------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| CAPE TOWN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 1 | 85 | 8 | 0 | 8 | 0 | 0 | 5 | 75 | 15 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 2 | 46 | 46 | 0 | 8 | 0 | 0 | 18 | 50 | 38 | 8 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 25 | 80 | 77 | 5 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 28 | 67 | 16 | 6 |
| TOTAL CAPE TOWN | | | | | 47 | 0 | 3 | 62 | 26 | 4 | 9 | 0 | 0 | 18 | 67 | 33 | 33 |
| CARACAS | | | | | | | | | | | | | | | | | |
| | HEATHROW | VIASA | S | A | 9 | 0 | 0 | 56 | 11 | 11 | 11 | 11 | 0 | 34 | 92 | -29 | 13 |
| | HEATHROW | VIASA | S | D | 8 | 1 | 0 | 50 | 25 | 0 | 13 | 13 | 0 | 52 | 69 | 41 | 13 |
| TOTAL CARACAS | | | | | 17 | 1 | 0 | 53 | 18 | 6 | 12 | 12 | 0 | 42 | 81 | 6 | 6 |
| CARDIFF WALES | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 50 | 0 | 2 | 76 | 12 | 6 | 4 | 2 | 0 | 19 | 79 | 18 | 56 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 49 | 0 | 3 | 73 | 10 | 6 | 8 | 2 | 0 | 22 | 82 | 14 | 55 |
| | MANCHESTER | EASTERN AIRWAYS | S | A | 32 | 0 | 0 | 72 | 22 | 3 | 0 | 3 | 0 | 19 | 0 | 0 | 0 |
| | MANCHESTER | EASTERN AIRWAYS | S | D | 31 | 0 | 1 | 90 | 3 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL CARDIFF WALES | | | | | 163 | 0 | 6 | 77 | 12 | 6 | 4 | 2 | 0 | 18 | 79 | 17 | 17 |
| CASABLANCA MOHAMED V | | | | | | | | | | | | | | | | | |
| | HEATHROW | GB AIRWAYS LTD | S | A | 22 | 0 | 0 | 59 | 14 | 14 | 14 | 0 | 0 | 21 | 43 | 19 | 21 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 20 | 0 | 0 | 30 | 40 | 15 | 15 | 0 | 0 | 26 | 48 | 33 | 21 |
| | HEATHROW | ROYAL AIR MAROC | S | A | 26 | 0 | 1 | 58 | 35 | 8 | 0 | 0 | 0 | 14 | 54 | 17 | 26 |
| | HEATHROW | ROYAL AIR MAROC | S | D | 26 | 0 | 0 | 54 | 23 | 23 | 0 | 0 | 0 | 16 | 69 | 16 | 26 |
| TOTAL CASABLANCA MOHAMED V | | | | | 95 | 2 | 2 | 52 | 27 | 15 | 6 | 0 | 0 | 19 | 55 | 21 | 21 |
| CATANIA (FONTANAROSSA) | | | | | | | | | | | | | | | | | |
| | GATWICK | ALITALIA | S | A | 30 | 0 | 1 | 60 | 10 | 30 | 0 | 0 | 0 | 14 | 55 | 35 | 29 |
| | GATWICK | ALITALIA | S | D | 30 | 0 | 1 | 57 | 20 | 17 | 7 | 0 | 0 | 20 | 69 | 41 | 29 |
| | GATWICK | MONARCH AIRLINES | C | A | 6 | 0 | 0 | 50 | 0 | 0 | 33 | 17 | 0 | 78 | 20 | 58 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 6 | 0 | 0 | 50 | 17 | 0 | 17 | 17 | 0 | 56 | 0 | 49 | 5 |
| TOTAL CATANIA (FONTANAROSSA) | | | | | 74 | 0 | 2 | 55 | 14 | 20 | 7 | 4 | 0 | 29 | 53 | 42 | 42 |
| CHAMBERY | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AER LINGUS | C | A | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 64 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|-------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CHAMBERY | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AER LINGUS | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITISH REGIONAL AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 64 | 0 | 0 | 0 | |
| | GATWICK | BRITISH WORLD AIRLINES LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 14 | 1 | |
| | GLASGOW | BRITISH WORLD AIRLINES LTD | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 33 | 100 | 14 | 1 | |
| | GLASGOW | BRITISH WORLD AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 100 | 4 | 2 | |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 26 | 50 | 21 | 2 | |
| | GATWICK | FLIGHTLINE LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 0 | 37 | 2 | |
| | GATWICK | FLIGHTLINE LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 56 | 33 | 21 | 3 | |
| | GATWICK | KLM UK LTD | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 47 | 0 | 0 | 0 | |
| | GATWICK | KLM UK LTD | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| TOTAL CHAMBERY | | | | | 31 | 0 | 3 | 42 | 13 | 23 | 23 | 0 | 0 | 36 | 54 | 18 | 18 | |
| CHARLOTTE | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 73 | 10 | 13 | 3 | 0 | 0 | 11 | 90 | -7 | 30 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 57 | 10 | 20 | 13 | 0 | 0 | 22 | 93 | 2 | 30 | |
| TOTAL CHARLOTTE | | | | | 60 | 0 | 0 | 65 | 10 | 17 | 8 | 0 | 0 | 16 | 92 | -2 | -2 | |
| CHATEAUROUX | | | | | | | | | | | | | | | | | | |
| CHICAGO (O'HARE) | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 50 | 20 | 23 | 7 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | BIRMINGHAM | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 80 | 3 | 7 | 7 | 3 | 0 | 18 | 0 | 0 | 0 | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 59 | 3 | 2 | 14 | 20 | 31 | 32 | 3 | 0 | 55 | 56 | 15 | 50 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 61 | 0 | 0 | 74 | 7 | 13 | 7 | 0 | 0 | 16 | 82 | 9 | 50 | |
| | MANCHESTER | AMERICAN AIRLINES | S | A | 28 | 0 | 2 | 25 | 18 | 18 | 39 | 0 | 0 | 47 | 73 | 7 | 30 | |
| | MANCHESTER | AMERICAN AIRLINES | S | D | 29 | 0 | 1 | 55 | 14 | 10 | 17 | 3 | 0 | 33 | 80 | 9 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 30 | 23 | 17 | 30 | 0 | 0 | 41 | 80 | 5 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 1 | 50 | 27 | 10 | 10 | 3 | 0 | 35 | 80 | 17 | 30 | |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 32 | 6 | 48 | 13 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 74 | 16 | 0 | 10 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL CHICAGO (O'HARE) | | | | | 359 | 3 | 6 | 48 | 15 | 18 | 17 | 1 | 0 | 31 | 74 | 10 | 10 | |
| CINCINNATI | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|---------------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CINCINNATI | | | | | | | | | | | | | | | | | | |
| | GATWICK | DELTA AIRLINES | S | A | 30 | 0 | 0 | 27 | 10 | 27 | 37 | 0 | 0 | 43 | 43 | 22 | 30 | |
| | GATWICK | DELTA AIRLINES | S | D | 30 | 0 | 0 | 63 | 13 | 13 | 10 | 0 | 0 | 23 | 87 | 8 | 30 | |
| TOTAL CINCINNATI | | | | | 60 | 0 | 0 | 45 | 12 | 20 | 23 | 0 | 0 | 33 | 65 | 15 | 15 | |
| CITY OF DERRY (EGLINTON) | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 31 | 2 | 0 | 77 | 0 | 3 | 16 | 3 | 0 | 27 | 90 | 9 | 31 | |
| | GLASGOW | LOGANAIR | S | D | 32 | 1 | 0 | 59 | 16 | 6 | 13 | 3 | 3 | 40 | 85 | 12 | 33 | |
| | MANCHESTER | LOGANAIR | S | A | 42 | 2 | 0 | 67 | 10 | 5 | 12 | 5 | 2 | 37 | 88 | -5 | 33 | |
| | MANCHESTER | LOGANAIR | S | D | 43 | 1 | 0 | 72 | 5 | 7 | 9 | 7 | 0 | 36 | 87 | -2 | 31 | |
| TOTAL CITY OF DERRY (EGLINTON) | | | | | 148 | 8 | 0 | 69 | 7 | 5 | 12 | 5 | 1 | 35 | 88 | 3 | 3 | |
| COGNAC | | | | | | | | | | | | | | | | | | |
| TOTAL COGNAC | | | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 100 | 8 | 8 | |
| COLOGNE (BONN) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 53 | 0 | 0 | 55 | 25 | 9 | 8 | 4 | 0 | 28 | 72 | 10 | 53 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 53 | 0 | 0 | 57 | 23 | 15 | 4 | 2 | 0 | 20 | 89 | 9 | 54 | |
| | HEATHROW | LUFTHANSA | S | A | 36 | 0 | 0 | 81 | 14 | 3 | 3 | 0 | 0 | 5 | 75 | 9 | 55 | |
| | HEATHROW | LUFTHANSA | S | D | 37 | 0 | 0 | 78 | 11 | 5 | 5 | 0 | 0 | 10 | 91 | 5 | 55 | |
| TOTAL COLOGNE (BONN) | | | | | 185 | 0 | 0 | 65 | 19 | 9 | 5 | 2 | 0 | 17 | 82 | 8 | 8 | |
| COLOMBO | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 95 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 58 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | HEATHROW | SRILANKAN AIRLINES | S | A | 17 | 1 | 1 | 53 | 6 | 18 | 24 | 0 | 0 | 31 | 56 | 39 | 18 | |
| | HEATHROW | SRILANKAN AIRLINES | S | D | 17 | 1 | 0 | 18 | 53 | 18 | 6 | 6 | 0 | 46 | 28 | 65 | 18 | |
| TOTAL COLOMBO | | | | | 59 | 2 | 1 | 47 | 22 | 12 | 17 | 2 | 0 | 34 | 45 | 44 | 44 | |
| CONNAUGHT | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 77 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 16 | 0 | 0 | 69 | 0 | 6 | 6 | 19 | 0 | 59 | 93 | -6 | 15 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 16 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 15 | 87 | 2 | 15 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | |
| CONNAUGHT | STANSTED | RYANAIR | S | A | 34 | 1 | 4 | 76 | 12 | 6 | 3 | 3 | 0 | 13 | 81 | 14 | 32 | |
| | STANSTED | RYANAIR | S | D | 46 | 2 | 3 | 70 | 22 | 7 | 2 | 0 | 0 | 16 | 72 | 30 | 46 | |
| TOTAL CONNAUGHT | | | | | 114 | 5 | 7 | 71 | 15 | 5 | 5 | 4 | 0 | 22 | 80 | 16 | 16 | |
| COPENHAGEN | MANCHESTER | AER LINGUS | S | A | 30 | 0 | 0 | 73 | 7 | 13 | 7 | 0 | 0 | 11 | 97 | -3 | 30 | |
| | MANCHESTER | AER LINGUS | S | D | 29 | 0 | 1 | 72 | 7 | 3 | 17 | 0 | 0 | 18 | 97 | -1 | 30 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 43 | 0 | 0 | 49 | 19 | 19 | 12 | 2 | 0 | 28 | 89 | 3 | 47 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 44 | 0 | 1 | 84 | 2 | 11 | 2 | 0 | 0 | 9 | 91 | 8 | 47 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 54 | 0 | 1 | 39 | 30 | 26 | 4 | 2 | 0 | 27 | 81 | 5 | 54 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 54 | 0 | 0 | 59 | 19 | 11 | 7 | 4 | 0 | 24 | 80 | 10 | 54 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 106 | 0 | 3 | 60 | 18 | 12 | 8 | 1 | 0 | 24 | 80 | 12 | 99 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 106 | 0 | 3 | 61 | 19 | 15 | 4 | 1 | 0 | 19 | 85 | 8 | 100 | |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 5 | 0 | 2 | 20 | 20 | 20 | 40 | 0 | 0 | 52 | 0 | 0 | 0 | |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 6 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 39 | 0 | 1 | 49 | 23 | 15 | 8 | 5 | 0 | 31 | 89 | 3 | 37 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 40 | 0 | 0 | 78 | 5 | 8 | 10 | 0 | 0 | 15 | 97 | 2 | 37 | |
| | STANSTED | KLM UK LTD | S | A | 47 | 0 | 0 | 68 | 9 | 11 | 6 | 6 | 0 | 26 | 70 | 13 | 47 | |
| | STANSTED | KLM UK LTD | S | D | 47 | 0 | 0 | 62 | 15 | 15 | 6 | 2 | 0 | 21 | 83 | 10 | 48 | |
| | GATWICK | MAERSK AIR | S | A | 24 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 72 | 9 | 25 | |
| | GATWICK | MAERSK AIR | S | D | 24 | 0 | 0 | 46 | 25 | 17 | 13 | 0 | 0 | 25 | 88 | 8 | 26 | |
| | STANSTED | MAERSK AIR | C | A | 13 | 0 | 0 | 69 | 8 | 15 | 8 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | STANSTED | MAERSK AIR | C | D | 12 | 0 | 1 | 58 | 8 | 8 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 50 | 34 | 4 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 36 | 50 | 32 | 4 | |
| | HEATHROW | SAS | S | A | 133 | 0 | 0 | 46 | 23 | 20 | 11 | 1 | 0 | 29 | 60 | 16 | 137 | |
| | HEATHROW | SAS | S | D | 135 | 3 | 1 | 61 | 16 | 13 | 9 | 1 | 0 | 23 | 84 | 10 | 170 | |
| | MANCHESTER | SAS | S | A | 70 | 0 | 2 | 64 | 20 | 9 | 7 | 0 | 0 | 14 | 82 | 9 | 51 | |
| | MANCHESTER | SAS | S | D | 71 | 0 | 2 | 75 | 7 | 10 | 8 | 0 | 0 | 13 | 92 | -2 | 51 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | HEATHROW | VARIG | S | A | 13 | 1 | 0 | 69 | 15 | 0 | 8 | 8 | 0 | 30 | 38 | 34 | 13 |
| | HEATHROW | VARIG | S | D | 13 | 1 | 0 | 8 | 23 | 46 | 23 | 0 | 0 | 46 | 0 | 115 | 12 |
| TOTAL COPENHAGEN | | | | | 1169 | 6 | 19 | 60 | 16 | 14 | 8 | 1 | 0 | 22 | 80 | 10 | 10 |
| CORFU | | | | | | | | | | | | | | | | | |
| TOTAL CORFU | | | | | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 33 | 100 | -9 | -9 |
| CORK | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 24 | 0 | 1 | 67 | 21 | 4 | 8 | 0 | 0 | 19 | 96 | -3 | 25 |
| | BIRMINGHAM | AER LINGUS | S | D | 25 | 0 | 0 | 84 | 12 | 4 | 0 | 0 | 0 | 8 | 92 | 4 | 25 |
| | HEATHROW | AER LINGUS | S | A | 91 | 0 | 0 | 60 | 15 | 13 | 8 | 1 | 2 | 30 | 64 | 23 | 90 |
| | HEATHROW | AER LINGUS | S | D | 94 | 0 | 1 | 54 | 18 | 15 | 10 | 1 | 2 | 33 | 68 | 26 | 93 |
| | MANCHESTER | AER LINGUS | S | A | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 2 | 100 | -12 | 3 |
| | MANCHESTER | AER LINGUS | S | D | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 100 | -8 | 3 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 51 | 0 | 0 | 76 | 14 | 6 | 0 | 2 | 2 | 20 | 88 | 8 | 50 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 50 | 0 | 0 | 80 | 10 | 8 | 0 | 2 | 0 | 9 | 94 | 2 | 50 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 38 | 0 | 7 | 50 | 24 | 18 | 8 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 38 | 1 | 1 | 68 | 11 | 18 | 3 | 0 | 0 | 15 | 0 | 0 | 0 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 29 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | -2 | 91 | -10 | 23 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 29 | 0 | 0 | 83 | 7 | 10 | 0 | 0 | 0 | 7 | 87 | 7 | 23 |
| | STANSTED | RYANAIR | S | A | 59 | 3 | 5 | 80 | 5 | 7 | 5 | 3 | 0 | 15 | 77 | 13 | 39 |
| | STANSTED | RYANAIR | S | D | 73 | 2 | 5 | 62 | 18 | 10 | 10 | 1 | 0 | 24 | 65 | 26 | 52 |
| TOTAL CORK | | | | | 621 | 6 | 20 | 69 | 14 | 10 | 5 | 1 | 1 | 20 | 78 | 14 | 14 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|--------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 22 | 1 | 3 | 36 | 18 | 9 | 32 | 5 | 0 | 53 | 11 | 157 | 19 |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | D | 20 | 3 | 1 | 15 | 20 | 20 | 30 | 15 | 0 | 79 | 42 | 117 | 19 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 1 | 88 | 6 | 6 | 0 | 0 | 0 | -2 | 89 | -1 | 18 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 16 | 0 | 1 | 38 | 38 | 19 | 6 | 0 | 0 | 24 | 59 | 16 | 17 |
| TOTAL DACCA | | | | | 75 | 4 | 6 | 43 | 20 | 13 | 19 | 5 | 0 | 41 | 49 | 75 | 75 |
| DALLAS/FORT WORTH | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 53 | 0 | 0 | 19 | 25 | 25 | 28 | 4 | 0 | 51 | 28 | 41 | 29 |
| | GATWICK | AMERICAN AIRLINES | S | D | 53 | 0 | 0 | 26 | 13 | 25 | 34 | 2 | 0 | 55 | 50 | 44 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 34 | 24 | 24 | 14 | 3 | 0 | 39 | 87 | 8 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 66 | 24 | 7 | 3 | 0 | 0 | 14 | 83 | 8 | 30 |
| TOTAL DALLAS/FORT WORTH | | | | | 164 | 0 | 2 | 32 | 21 | 21 | 23 | 2 | 0 | 44 | 62 | 25 | 25 |
| DAMASCUS | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 1 | 25 | 75 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 8 | 0 | 1 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 9 | 0 | 4 | 56 | 22 | 0 | 22 | 0 | 0 | 34 | 0 | 0 | 0 |
| | HEATHROW | SYRIANAIR | S | A | 13 | 0 | 0 | 23 | 23 | 8 | 31 | 15 | 0 | 68 | 92 | -13 | 12 |
| | HEATHROW | SYRIANAIR | S | D | 13 | 0 | 0 | 31 | 23 | 15 | 15 | 15 | 0 | 66 | 77 | 25 | 13 |
| TOTAL DAMASCUS | | | | | 51 | 0 | 6 | 41 | 27 | 8 | 16 | 8 | 0 | 44 | 84 | 7 | 7 |
| DAR-ES-SALAAM | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALLIANCE | S | A | 9 | 0 | 0 | 22 | 11 | 22 | 44 | 0 | 0 | 66 | 0 | 0 | 0 |
| | HEATHROW | ALLIANCE | S | D | 9 | 0 | 0 | 44 | 0 | 11 | 33 | 0 | 11 | 124 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 1 | 67 | 0 | 17 | 8 | 0 | 8 | 99 | 54 | 20 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 1 | 62 | 38 | 0 | 0 | 0 | 0 | 14 | 54 | 30 | 13 |
| TOTAL DAR-ES-SALAAM | | | | | 43 | 0 | 2 | 51 | 14 | 12 | 19 | 0 | 5 | 72 | 54 | 25 | 25 |
| DELHI | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | -11 | 76 | 4 | 17 |
| | HEATHROW | AIR CANADA | S | D | 18 | 0 | 0 | 11 | 0 | 33 | 44 | 11 | 0 | 91 | 11 | 70 | 18 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|----------------------|-------------------|------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| DELHI | HEATHROW | BRITISH AIRWAYS PLC | S | A | 7 | 0 | 0 | 71 | 0 | 14 | 0 | 14 | 0 | 24 | 63 | 78 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 7 | 0 | 0 | 0 | 43 | 43 | 14 | 0 | 0 | 36 | 40 | 60 | 10 |
| | HEATHROW | UNITED AIRLINES | S | A | 15 | 0 | 0 | 33 | 47 | 13 | 7 | 0 | 0 | 24 | 0 | 0 | 0 |
| | HEATHROW | UNITED AIRLINES | S | D | 17 | 0 | 0 | 24 | 24 | 24 | 29 | 0 | 0 | 40 | 0 | 0 | 0 |
| TOTAL DELHI | | | | | 82 | 0 | 0 | 39 | 18 | 21 | 18 | 4 | 0 | 35 | 45 | 48 | 48 |
| DENVER INTERNATIONAL | | | | | | | | | | | | | | | | | |
| DETROIT | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 33 | 13 | 20 | 30 | 0 | 3 | 67 | 63 | 26 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 37 | 23 | 20 | 20 | 0 | 0 | 32 | 47 | 30 | 30 |
| | GATWICK | NORTHWEST AIRLINES | S | A | 37 | 0 | 1 | 24 | 11 | 35 | 27 | 0 | 3 | 58 | 0 | 0 | 0 |
| | GATWICK | NORTHWEST AIRLINES | S | D | 36 | 0 | 2 | 78 | 6 | 11 | 3 | 3 | 0 | 13 | 0 | 0 | 0 |
| TOTAL DETROIT | | | | | 134 | 1 | 3 | 43 | 13 | 22 | 19 | 1 | 1 | 42 | 48 | 24 | 24 |
| DHAHRAN | HEATHROW | BRITISH AIRWAYS PLC | S | A | 24 | 0 | 1 | 96 | 0 | 4 | 0 | 0 | 0 | -8 | 94 | 4 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 1 | 67 | 25 | 4 | 4 | 0 | 0 | 12 | 71 | 7 | 14 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 19 | 50 | 9 | 4 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 44 | 17 | 9 |
| TOTAL DHAHRAN | | | | | 64 | 0 | 2 | 72 | 17 | 8 | 3 | 0 | 0 | 7 | 73 | 8 | 8 |
| DIJON | STANSTED | PROTEUS AIR SYSTEM SA | S | A | 14 | 0 | 7 | 36 | 50 | 0 | 14 | 0 | 0 | 34 | 80 | 26 | 20 |
| | STANSTED | PROTEUS AIR SYSTEM SA | S | D | 15 | 0 | 6 | 60 | 27 | 13 | 0 | 0 | 0 | 15 | 95 | -2 | 21 |
| TOTAL DIJON | | | | | 29 | 0 | 13 | 48 | 38 | 7 | 7 | 0 | 0 | 24 | 88 | 12 | 12 |
| DOHA | HEATHROW | GULF AIR | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | QATAR AIRWAYS | S | A | 8 | 0 | 1 | 13 | 38 | 13 | 13 | 13 | 13 | 197 | 27 | 70 | 11 |
| | GATWICK | QATAR AIRWAYS | S | D | 9 | 0 | 0 | 33 | 11 | 22 | 33 | 0 | 0 | 49 | 100 | 1 | 11 |
| TOTAL DOHA | | | | | 21 | 0 | 1 | 33 | 24 | 14 | 19 | 5 | 5 | 98 | 64 | 36 | 36 |
| DONEGAL | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|----------------------|-------------------|---------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| DONEGAL | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 11 | 0 | 1 | 73 | 9 | 9 | 9 | 0 | 0 | 17 | 64 | 13 | 14 | |
| | GLASGOW | LOGANAIR | S | D | 12 | 0 | 2 | 58 | 8 | 17 | 17 | 0 | 0 | 25 | 80 | 9 | 15 | |
| TOTAL DONEGAL | | | | | 23 | 0 | 3 | 65 | 9 | 13 | 13 | 0 | 0 | 21 | 72 | 11 | 11 | |
| DOUALA | | | | | | | | | | | | | | | | | | |
| | GATWICK | CAMEROON AIRLINES | S | A | 3 | 0 | 1 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | |
| | GATWICK | CAMEROON AIRLINES | S | D | 4 | 0 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 131 | 0 | 0 | 0 | |
| TOTAL DOUALA | | | | | 7 | 0 | 1 | 0 | 0 | 43 | 43 | 14 | 0 | 95 | 0 | 0 | 0 | |
| DRESDEN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | LUFTHANSA | S | A | 39 | 0 | 2 | 51 | 21 | 21 | 8 | 0 | 0 | 22 | 56 | 27 | 32 | |
| | HEATHROW | LUFTHANSA | S | D | 41 | 0 | 0 | 63 | 20 | 7 | 10 | 0 | 0 | 20 | 83 | 14 | 24 | |
| TOTAL DRESDEN | | | | | 80 | 0 | 2 | 58 | 20 | 14 | 9 | 0 | 0 | 21 | 68 | 22 | 22 | |
| DUBAI | | | | | | | | | | | | | | | | | | |
| | GATWICK | EMIRATES | S | A | 24 | 0 | 0 | 79 | 13 | 4 | 4 | 0 | 0 | 7 | 82 | 8 | 22 | |
| | GATWICK | EMIRATES | S | D | 24 | 0 | 0 | 21 | 25 | 29 | 21 | 0 | 4 | 64 | 55 | 19 | 22 | |
| | HEATHROW | EMIRATES | S | A | 53 | 0 | 0 | 51 | 23 | 17 | 6 | 2 | 2 | 33 | 50 | 17 | 62 | |
| | HEATHROW | EMIRATES | S | D | 52 | 1 | 0 | 67 | 17 | 12 | 4 | 0 | 0 | 14 | 55 | 20 | 62 | |
| | MANCHESTER | EMIRATES | S | A | 22 | 1 | 0 | 45 | 23 | 23 | 5 | 5 | 0 | 27 | 43 | 25 | 21 | |
| | MANCHESTER | EMIRATES | S | D | 23 | 0 | 0 | 61 | 17 | 9 | 13 | 0 | 0 | 25 | 68 | 64 | 22 | |
| TOTAL DUBAI | | | | | 198 | 3 | 0 | 56 | 20 | 15 | 8 | 1 | 1 | 27 | 56 | 23 | 23 | |
| DUBLIN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 125 | 0 | 0 | 82 | 10 | 4 | 4 | 0 | 0 | 7 | 96 | -8 | 129 | |
| | BIRMINGHAM | AER LINGUS | S | D | 124 | 1 | 0 | 76 | 9 | 9 | 6 | 0 | 0 | 15 | 85 | 7 | 123 | |
| | GLASGOW | AER LINGUS | S | A | 82 | 2 | 9 | 79 | 10 | 6 | 5 | 0 | 0 | 9 | 91 | -1 | 102 | |
| | GLASGOW | AER LINGUS | S | D | 83 | 3 | 8 | 71 | 13 | 6 | 8 | 1 | 0 | 19 | 89 | 2 | 102 | |
| | HEATHROW | AER LINGUS | S | A | 339 | 3 | 7 | 57 | 24 | 14 | 5 | 0 | 0 | 18 | 83 | 13 | 347 | |
| | HEATHROW | AER LINGUS | S | D | 351 | 0 | 7 | 66 | 17 | 9 | 7 | 2 | 0 | 19 | 87 | 11 | 359 | |
| | MANCHESTER | AER LINGUS | S | A | 152 | 0 | 0 | 90 | 5 | 3 | 3 | 0 | 0 | 4 | 92 | 1 | 133 | |
| | MANCHESTER | AER LINGUS | S | D | 152 | 0 | 4 | 78 | 11 | 7 | 4 | 0 | 0 | 9 | 89 | 1 | 133 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 256 | 2 | 8 | 50 | 23 | 15 | 10 | 2 | 0 | 28 | 83 | 15 | 267 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | | |
|----------------------|-------------------|-----------------------|----------------|----------|-------------------|------------|----------------------------|-----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | 267 | Actual (7) | UNMATCHED | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | | | | | | | | | | | | | |
| DUBLIN | HEATHROW | BMI BRITISH MIDLAND | S | D | 267 | 1 | 5 | 62 | 15 | 15 | 7 | 1 | 0 | 22 | 86 | 15 | 273 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 111 | 0 | 4 | 60 | 21 | 11 | 8 | 0 | 0 | 15 | 80 | 6 | 88 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 113 | 0 | 4 | 64 | 20 | 8 | 7 | 0 | 1 | 19 | 90 | 7 | 88 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | A | 117 | 2 | 4 | 80 | 7 | 9 | 4 | 0 | 0 | 9 | 89 | 4 | 87 | |
| | BIRMINGHAM | RYANAIR | S | D | 120 | 2 | 4 | 66 | 18 | 9 | 7 | 0 | 0 | 16 | 73 | 15 | 93 | |
| | GATWICK | RYANAIR | S | A | 110 | 2 | 14 | 73 | 16 | 11 | 0 | 0 | 0 | 7 | 90 | 6 | 82 | |
| | GATWICK | RYANAIR | S | D | 120 | 0 | 10 | 68 | 18 | 10 | 4 | 1 | 0 | 13 | 82 | 11 | 92 | |
| | LUTON | RYANAIR | S | A | 78 | 3 | 5 | 82 | 9 | 5 | 4 | 0 | 0 | 4 | 88 | -2 | 57 | |
| | LUTON | RYANAIR | S | D | 78 | 3 | 12 | 73 | 13 | 9 | 5 | 0 | 0 | 13 | 81 | 12 | 63 | |
| | MANCHESTER | RYANAIR | S | A | 132 | 0 | 0 | 77 | 5 | 12 | 6 | 0 | 0 | 14 | 87 | 6 | 87 | |
| | MANCHESTER | RYANAIR | S | D | 135 | 0 | 4 | 73 | 8 | 10 | 6 | 2 | 0 | 16 | 80 | 9 | 89 | |
| | STANSTED | RYANAIR | S | A | 272 | 2 | 32 | 82 | 8 | 6 | 2 | 1 | 0 | 9 | 89 | 3 | 212 | |
| | STANSTED | RYANAIR | S | D | 302 | 4 | 29 | 68 | 16 | 10 | 5 | 2 | 0 | 19 | 82 | 14 | 233 | |
| TOTAL DUBLIN | | | | | 3625 | 31 | 180 | 70 | 15 | 10 | 5 | 1 | 0 | 15 | 86 | 8 | 8 | |
| DUNDEE | MANCHESTER | BMI REGIONAL | S | A | 37 | 0 | 3 | 57 | 30 | 11 | 3 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | MANCHESTER | BMI REGIONAL | S | D | 38 | 0 | 1 | 71 | 16 | 11 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | |
| TOTAL DUNDEE | | | | | 75 | 0 | 4 | 64 | 23 | 11 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | |
| DURBAN | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 79 | 14 | 0 | 7 | 0 | 0 | 6 | 90 | 4 | 10 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 13 | 63 | 22 | 8 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 14 | 0 | 0 | 7 | 14 | 43 | 29 | 7 | 0 | 57 | 38 | 37 | 8 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 13 | 0 | 0 | 31 | 54 | 15 | 0 | 0 | 0 | 21 | 44 | 39 | 9 | |
| TOTAL DURBAN | | | | | 55 | 0 | 0 | 47 | 24 | 18 | 9 | 2 | 0 | 24 | 60 | 24 | 24 | |
| DUSSELDORF | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 88 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | -2 | 94 | -2 | 71 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 1 | 80 | 9 | 7 | 3 | 0 | 0 | 9 | 94 | 3 | 71 | |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| DUSSELDORF | HEATHROW | BRITISH AIRWAYS PLC | S | A | 109 | 0 | 3 | 65 | 15 | 7 | 12 | 1 | 0 | 23 | 74 | 17 | 110 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 108 | 0 | 3 | 57 | 20 | 15 | 6 | 1 | 0 | 22 | 81 | 10 | 108 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 68 | 0 | 1 | 85 | 4 | 6 | 4 | 0 | 0 | 4 | 94 | 0 | 72 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 68 | 1 | 1 | 82 | 13 | 3 | 1 | 0 | 0 | 7 | 92 | 3 | 72 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 60 | 0 | 2 | 57 | 27 | 10 | 2 | 3 | 2 | 26 | 67 | 13 | 52 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 60 | 0 | 1 | 63 | 20 | 7 | 8 | 2 | 0 | 22 | 79 | 12 | 53 |
| | STANSTED | KLM UK LTD | S | A | 69 | 0 | 0 | 84 | 9 | 4 | 3 | 0 | 0 | 0 | 82 | 6 | 66 |
| | STANSTED | KLM UK LTD | S | D | 69 | 0 | 0 | 62 | 22 | 9 | 7 | 0 | 0 | 16 | 85 | 9 | 67 |
| | HEATHROW | LUFTHANSA | S | A | 94 | 0 | 0 | 68 | 21 | 9 | 2 | 0 | 0 | 12 | 71 | 13 | 91 |
| | HEATHROW | LUFTHANSA | S | D | 94 | 0 | 0 | 85 | 9 | 2 | 4 | 0 | 0 | 7 | 88 | 4 | 92 |
| | MANCHESTER | LUFTHANSA | S | A | 46 | 0 | 3 | 87 | 7 | 4 | 2 | 0 | 0 | 4 | 96 | -3 | 46 |
| | MANCHESTER | LUFTHANSA | S | D | 46 | 0 | 2 | 76 | 15 | 7 | 2 | 0 | 0 | 10 | 91 | 0 | 46 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 43 | 0 | 3 | 65 | 26 | 5 | 5 | 0 | 0 | 11 | 0 | 0 | 0 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 44 | 0 | 2 | 59 | 18 | 18 | 5 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL DUSSELDORF | | | | | 1155 | 1 | 22 | 73 | 14 | 7 | 5 | 0 | 0 | 12 | 83 | 7 | 7 |

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

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|----------------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| EAST MIDLANDS | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 70 | 3 | 4 | 79 | 10 | 4 | 7 | 0 | 0 | 10 | 94 | 3 | 18 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 72 | 0 | 8 | 76 | 4 | 10 | 10 | 0 | 0 | 14 | 81 | 7 | 21 | |
| | BIRMINGHAM | COMMUNITY EXPRESS AIRLINES LTD | S | A | 47 | 1 | 7 | 57 | 23 | 17 | 2 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | BIRMINGHAM | COMMUNITY EXPRESS AIRLINES LTD | S | D | 41 | 1 | 13 | 71 | 12 | 7 | 7 | 2 | 0 | 21 | 0 | 0 | 0 | |
| | GATWICK | COMMUNITY EXPRESS AIRLINES LTD | S | A | 49 | 0 | 5 | 51 | 22 | 20 | 6 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | GATWICK | COMMUNITY EXPRESS AIRLINES LTD | S | D | 47 | 0 | 7 | 74 | 13 | 6 | 4 | 2 | 0 | 14 | 0 | 0 | 0 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL EAST MIDLANDS | | | | | 333 | 6 | 45 | 69 | 14 | 10 | 6 | 1 | 0 | 16 | 88 | 1 | 1 | |
| EDINBURGH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 221 | 0 | 6 | 53 | 20 | 17 | 8 | 2 | 0 | 24 | 82 | 12 | 236 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 224 | 0 | 3 | 67 | 14 | 11 | 6 | 1 | 0 | 17 | 89 | 6 | 237 | |
| | MANCHESTER | BMI REGIONAL | S | A | 20 | 0 | 7 | 85 | 5 | 5 | 5 | 0 | 0 | 6 | 92 | 3 | 59 | |
| | MANCHESTER | BMI REGIONAL | S | D | 20 | 0 | 2 | 95 | 5 | 0 | 0 | 0 | 0 | -7 | 95 | -5 | 57 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 153 | 1 | 6 | 90 | 5 | 2 | 3 | 0 | 0 | 3 | 96 | -3 | 163 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 153 | 1 | 7 | 84 | 6 | 4 | 6 | 0 | 0 | 11 | 97 | 1 | 164 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 272 | 0 | 7 | 57 | 19 | 15 | 7 | 1 | 0 | 22 | 74 | 16 | 272 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 274 | 3 | 5 | 70 | 16 | 7 | 7 | 0 | 0 | 16 | 83 | 8 | 273 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 80 | 1 | 6 | 81 | 10 | 3 | 6 | 0 | 0 | 12 | 85 | 4 | 88 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 80 | 0 | 6 | 83 | 11 | 1 | 4 | 1 | 0 | 11 | 90 | 1 | 89 | |
| | LUTON | GB AIRWAYS LTD | S | A | 85 | 2 | 3 | 80 | 5 | 8 | 4 | 4 | 0 | 15 | 0 | 0 | 0 | |
| | LUTON | GB AIRWAYS LTD | S | D | 85 | 2 | 4 | 80 | 9 | 4 | 4 | 4 | 0 | 17 | 0 | 0 | 0 | |
| | GATWICK | KLM UK LTD | S | A | 124 | 0 | 6 | 73 | 11 | 10 | 5 | 0 | 0 | 11 | 81 | 7 | 108 | |
| | GATWICK | KLM UK LTD | S | D | 146 | 0 | 9 | 73 | 11 | 10 | 5 | 1 | 0 | 15 | 78 | 10 | 125 | |
| | STANSTED | KLM UK LTD | S | A | 105 | 0 | 1 | 86 | 7 | 4 | 3 | 1 | 0 | 4 | 94 | -3 | 86 | |
| | STANSTED | KLM UK LTD | S | D | 98 | 0 | 2 | 77 | 12 | 6 | 5 | 0 | 0 | 12 | 82 | 15 | 79 | |
| TOTAL EDINBURGH | | | | | 2140 | 10 | 81 | 72 | 13 | 9 | 6 | 1 | 0 | 15 | 86 | 7 | 7 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|------------------------|-------------------|---------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| EDMONTON | HEATHROW | AIR CANADA | S | A | 9 | 0 | 0 | 33 | 0 | 44 | 22 | 0 | 0 | 37 | 90 | -14 | 10 |
| | HEATHROW | AIR CANADA | S | D | 4 | 5 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 88 | 3 | 8 |
| TOTAL EDMONTON | | | | | 13 | 5 | 0 | 38 | 8 | 38 | 15 | 0 | 0 | 32 | 89 | -7 | -7 |
| EINDHOVEN | BIRMINGHAM | B A S E BUSINESS AIRLINES | S | A | 31 | 0 | 1 | 68 | 10 | 6 | 10 | 6 | 0 | 29 | 0 | 0 | 0 |
| | BIRMINGHAM | B A S E BUSINESS AIRLINES | S | D | 31 | 0 | 1 | 61 | 16 | 10 | 6 | 6 | 0 | 28 | 0 | 0 | 0 |
| | MANCHESTER | B A S E BUSINESS AIRLINES | S | A | 29 | 0 | 3 | 69 | 14 | 14 | 3 | 0 | 0 | 15 | 50 | 20 | 32 |
| | MANCHESTER | B A S E BUSINESS AIRLINES | S | D | 29 | 0 | 3 | 72 | 7 | 7 | 14 | 0 | 0 | 15 | 77 | 2 | 31 |
| | HEATHROW | KLM | S | A | 36 | 0 | 1 | 53 | 28 | 14 | 3 | 3 | 0 | 21 | 89 | 6 | 28 |
| | HEATHROW | KLM | S | D | 35 | 0 | 2 | 77 | 17 | 3 | 3 | 0 | 0 | 8 | 89 | 2 | 28 |
| TOTAL EINDHOVEN | | | | | 191 | 0 | 11 | 66 | 16 | 9 | 6 | 3 | 0 | 19 | 76 | 8 | 8 |
| ENTEBBE | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 19 | 44 | 52 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 20 | 25 | 26 | 8 |
| TOTAL ENTEBBE | | | | | 17 | 0 | 0 | 47 | 29 | 18 | 6 | 0 | 0 | 19 | 35 | 39 | 39 |
| ERCAN | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | |
| FARO | HEATHROW | AIR PORTUGAL | S | A | 18 | 0 | 1 | 44 | 33 | 0 | 17 | 6 | 0 | 38 | 50 | 26 | 18 |
| | HEATHROW | AIR PORTUGAL | S | D | 19 | 0 | 0 | 53 | 21 | 16 | 11 | 0 | 0 | 22 | 67 | 31 | 18 |
| | GATWICK | BRITANNIA AB | C | A | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 20 | 60 | 37 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 60 | 28 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 100 | 5 | 3 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 3 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 44 | 0 | 1 | 82 | 14 | 0 | 5 | 0 | 0 | 5 | 69 | 12 | 26 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 44 | 0 | 1 | 70 | 16 | 9 | 5 | 0 | 0 | 14 | 63 | 23 | 24 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 165 | 100 | 10 | 1 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 180 | 100 | 8 | 1 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 45 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 9 | 1 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 19 | 89 | 3 | 9 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 16 | 78 | 12 | 9 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 13 | 82 | 4 | 11 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 6 | 82 | 11 | 11 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 278 | 80 | 5 | 5 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 27 | 100 | -16 | 1 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 12 | 0 | 73 | 1 |
| | GATWICK | MONARCH AIRLINES | C | A | 17 | 0 | 0 | 29 | 29 | 12 | 29 | 0 | 0 | 43 | 50 | 23 | 20 |
| | GATWICK | MONARCH AIRLINES | C | D | 17 | 0 | 0 | 59 | 12 | 6 | 24 | 0 | 0 | 28 | 74 | 19 | 19 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 14 | 0 | 0 | 57 | 36 | 7 | 0 | 0 | 0 | 13 | 78 | 3 | 9 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 3 | 78 | 1 | 9 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| TOTAL FARO | | | | | 313 | 3 | 4 | 62 | 19 | 9 | 9 | 1 | 0 | 21 | 74 | 12 | 12 | |
| FLORENCE | | | | | | | | | | | | | | | | | | |
| | STANSTED | KLM UK LTD | S | A | 31 | 0 | 0 | 81 | 0 | 0 | 16 | 3 | 0 | 22 | 75 | 26 | 32 | |
| | STANSTED | KLM UK LTD | S | D | 31 | 0 | 0 | 68 | 13 | 6 | 13 | 0 | 0 | 25 | 88 | 8 | 32 | |
| | GATWICK | MERIDIANA AIR | S | A | 29 | 0 | 1 | 69 | 10 | 10 | 10 | 0 | 0 | 19 | 38 | 42 | 50 | |
| | GATWICK | MERIDIANA AIR | S | D | 28 | 0 | 1 | 36 | 29 | 11 | 21 | 4 | 0 | 45 | 49 | 47 | 51 | |
| TOTAL FLORENCE | | | | | 119 | 0 | 2 | 64 | 13 | 7 | 15 | 2 | 0 | 28 | 58 | 34 | 34 | |
| FORT DE FRANCE MARTINIQ | | | | | | | | | | | | | | | | | | |
| FORT LAUDERDALE | | | | | | | | | | | | | | | | | | |
| TOTAL FORT LAUDERDALE | | | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 60 | 33 | 47 | 47 | |
| FRANKFURT MAIN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 114 | 0 | 1 | 51 | 26 | 12 | 9 | 2 | 0 | 25 | 73 | 18 | 113 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 114 | 0 | 1 | 68 | 11 | 12 | 9 | 1 | 0 | 20 | 88 | 6 | 112 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 80 | 0 | 4 | 79 | 10 | 6 | 4 | 1 | 0 | 15 | 85 | 4 | 84 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 80 | 0 | 4 | 80 | 6 | 9 | 5 | 0 | 0 | 10 | 88 | 4 | 84 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 63 | 0 | 1 | 65 | 11 | 16 | 8 | 0 | 0 | 17 | 89 | 4 | 66 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 63 | 0 | 1 | 73 | 14 | 5 | 8 | 0 | 0 | 14 | 88 | 4 | 66 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 135 | 0 | 5 | 60 | 13 | 16 | 10 | 1 | 0 | 23 | 70 | 19 | 108 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 135 | 0 | 5 | 58 | 23 | 10 | 8 | 1 | 0 | 20 | 78 | 10 | 108 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 56 | 2 | 1 | 77 | 9 | 7 | 5 | 2 | 0 | 14 | 89 | 1 | 57 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 55 | 1 | 1 | 87 | 13 | 0 | 0 | 0 | 0 | 4 | 91 | 4 | 57 | |
| | STANSTED | KLM UK LTD | S | A | 42 | 0 | 3 | 71 | 10 | 10 | 10 | 0 | 0 | 15 | 83 | 3 | 47 | |
| | STANSTED | KLM UK LTD | S | D | 45 | 0 | 0 | 78 | 7 | 9 | 7 | 0 | 0 | 14 | 85 | 6 | 47 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-----------------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | LUFTHANSA | S | A | 30 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 46 |
| | BIRMINGHAM | LUFTHANSA | S | D | 30 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | 6 | 89 | 5 | 46 |
| | GLASGOW | LUFTHANSA | S | A | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 29 | 56 | 12 | 16 |
| | GLASGOW | LUFTHANSA | S | D | 8 | 2 | 2 | 50 | 13 | 0 | 38 | 0 | 0 | 43 | 88 | 9 | 16 |
| | HEATHROW | LUFTHANSA | S | A | 151 | 0 | 0 | 35 | 33 | 26 | 6 | 0 | 0 | 26 | 50 | 22 | 149 |
| | HEATHROW | LUFTHANSA | S | D | 152 | 0 | 0 | 78 | 13 | 7 | 2 | 0 | 0 | 9 | 91 | 3 | 149 |
| | MANCHESTER | LUFTHANSA | S | A | 55 | 0 | 7 | 73 | 18 | 4 | 5 | 0 | 0 | 10 | 85 | 4 | 53 |
| | MANCHESTER | LUFTHANSA | S | D | 55 | 0 | 7 | 64 | 20 | 11 | 5 | 0 | 0 | 15 | 83 | 7 | 53 |
| TOTAL FRANKFURT MAIN | | | | | 1473 | 6 | 43 | 66 | 16 | 11 | 6 | 0 | 0 | 17 | 80 | 9 | 9 |
| FREETOWN | | | | | | | | | | | | | | | | | |
| FUERTEVENTURA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AB | C | A | 5 | 0 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 89 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 33 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AB | C | A | 5 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 86 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AB | C | D | 5 | 0 | 0 | 40 | 0 | 0 | 60 | 0 | 0 | 61 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 3 | 0 | 1 | 33 | 33 | 0 | 33 | 0 | 0 | 31 | 75 | 6 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 39 | 100 | 4 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 44 | 22 | 11 | 22 | 0 | 0 | 33 | 78 | 2 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 28 | 89 | 3 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 20 | 20 | 5 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 20 | 0 | 33 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 12 | 75 | 6 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 10 | 100 | -3 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 75 | 7 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 75 | 9 | 4 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 57 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 1 | 0 | 0 | 60 | 0 | 40 | 0 | 103 | 29 | 23 | 7 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 6 | 0 | 0 | 17 | 67 | 0 | 0 | 17 | 0 | 52 | 71 | 22 | 7 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 25 | 100 | -3 | 4 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|----------------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| FUERTEVENTURA | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | -3 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 0 | 25 | 0 | 64 | 0 | 28 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 45 | 75 | 5 | 4 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -2 | 100 | -8 | 4 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 16 | 100 | 3 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 16 | 50 | 21 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 30 | 50 | 21 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 33 | 0 | 22 | 44 | 0 | 0 | 66 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 0 | 47 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 1 | 0 | 44 | 11 | 22 | 11 | 11 | 0 | 48 | 100 | -12 | 2 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 56 | 11 | 0 | 22 | 11 | 0 | 54 | 100 | 1 | 2 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 183 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 0 | 25 | 0 | 25 | 172 | 0 | 0 | 0 |
| TOTAL FUERTEVENTURA | | | | | 169 | 1 | 2 | 46 | 11 | 18 | 20 | 4 | 1 | 45 | 65 | 12 | 12 |
| FUNCHAL | HEATHROW | AIR PORTUGAL | S | A | 8 | 1 | 0 | 38 | 38 | 13 | 0 | 13 | 0 | 41 | 89 | 0 | 9 |
| | HEATHROW | AIR PORTUGAL | S | D | 8 | 1 | 0 | 50 | 13 | 25 | 0 | 13 | 0 | 40 | 100 | -1 | 9 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 31 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 40 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 8 | 0 | 0 | 25 | 0 | 38 | 38 | 0 | 0 | 48 | 75 | 6 | 8 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 28 | 75 | 6 | 8 |
| | MANCHESTER | EXCALIBUR AIRWAYS | C | A | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 0 | 25 | 75 | -7 | 8 |
| | MANCHESTER | EXCALIBUR AIRWAYS | C | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 25 | 100 | 4 | 8 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 37 | 100 | 5 | 4 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 75 | 4 | 4 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 4 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| FUNCHAL | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | -5 | 4 |
| | GATWICK | GB AIRWAYS LTD | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -35 | 100 | -48 | 9 |
| | GATWICK | GB AIRWAYS LTD | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 14 | 89 | 3 | 9 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 44 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 7 | 0 | 1 | 43 | 29 | 29 | 0 | 0 | 0 | 13 | 63 | 3 | 8 |
| | GATWICK | MONARCH AIRLINES | C | D | 7 | 0 | 1 | 86 | 0 | 14 | 0 | 0 | 0 | 7 | 100 | 1 | 8 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 43 | 100 | -4 | 3 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 0 | 3 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 42 | 100 | -1 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 100 | -5 | 4 |
| TOTAL FUNCHAL | | | | | 146 | 4 | 4 | 57 | 16 | 14 | 12 | 1 | 0 | 21 | 87 | -1 | -1 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-----------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| GABORONE | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 78 | 12 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 12 | 88 | 9 | 8 |
| TOTAL GABORONE | | | | | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 8 | 82 | 11 | 11 |
| GATWICK | MANCHESTER | BRITANNIA AB | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 12 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AB | C | D | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 81 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 61 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 60 | 0 | 30 | 10 | 0 | 0 | 21 | 40 | 34 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 28 | 25 | 282 | 4 |
| | MANCHESTER | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 140 | 0 | 5 | 70 | 16 | 8 | 6 | 0 | 0 | 15 | 84 | 5 | 138 |
| | MANCHESTER | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 142 | 1 | 2 | 75 | 13 | 7 | 4 | 1 | 0 | 12 | 86 | 2 | 138 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 100 | 7 | 9 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 8 | 3 | 1 | 0 | 0 | 50 | 25 | 13 | 13 | 222 | 0 | 78 | 9 |
| | BIRMINGHAM | COMMUNITY EXPRESS AIRLINES LTD | S | A | 44 | 0 | 10 | 59 | 27 | 5 | 7 | 2 | 0 | 23 | 0 | 0 | 0 |
| | BIRMINGHAM | COMMUNITY EXPRESS AIRLINES LTD | S | D | 48 | 0 | 6 | 63 | 17 | 17 | 4 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | A | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 25 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 3 | 0 | 1 | 33 | 0 | 33 | 33 | 0 | 0 | 41 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 98 | 0 | 0 | 0 |
| | GLASGOW | KLM UK LTD | S | A | 136 | 0 | 8 | 54 | 18 | 16 | 11 | 1 | 0 | 23 | 81 | 9 | 129 |
| | GLASGOW | KLM UK LTD | S | D | 136 | 0 | 10 | 63 | 16 | 10 | 10 | 1 | 0 | 20 | 79 | 10 | 129 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 25 | 39 | 8 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 8 | 0 | 1 | 38 | 13 | 25 | 13 | 13 | 0 | 54 | 13 | 65 | 8 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 5 | 20 | 60 | 0 | 20 | 0 | 0 | 46 | 50 | 30 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 1 | 20 | 20 | 20 | 40 | 0 | 0 | 66 | 25 | 25 | 4 |
| TOTAL GATWICK | | | | | 734 | 7 | 50 | 62 | 16 | 12 | 9 | 1 | 0 | 22 | 78 | 11 | 11 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|-----------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GEILO (DAGALI) | | | | | | | | | | | | | | | | | |
| TOTAL GEILO (DAGALI) | | | | | 2 | 0 | 1 | 50 | 0 | 0 | 50 | 0 | 0 | 29 | 0 | 0 | 0 |
| GENEVA | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 63 | 0 | 24 | 1 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 50 | 9 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 6 | 1 | 0 | 0 | 17 | 17 | 67 | 0 | 0 | 84 | 27 | 44 | 11 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 7 | 0 | 0 | 14 | 43 | 14 | 29 | 0 | 0 | 47 | 47 | 19 | 17 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 113 | 0 | 67 | 2 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 33 | 43 | 3 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 106 | 25 | 21 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 43 | 0 | 24 | 3 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 80 | 0 | 3 | 55 | 19 | 13 | 9 | 5 | 0 | 31 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 80 | 0 | 3 | 65 | 15 | 14 | 5 | 1 | 0 | 19 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 138 | 0 | 2 | 41 | 22 | 18 | 17 | 2 | 0 | 36 | 61 | 18 | 118 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 137 | 0 | 3 | 53 | 24 | 12 | 9 | 1 | 0 | 25 | 75 | 16 | 118 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 30 | 1 | 0 | 57 | 17 | 17 | 10 | 0 | 0 | 22 | 97 | 0 | 30 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 50 | 14 | 2 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 100 | 0 | 3 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 67 | 3 | 20 | 10 | 0 | 0 | 20 | 77 | 13 | 30 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 12 | 0 | 2 | 17 | 17 | 33 | 33 | 0 | 0 | 66 | 0 | 26 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 12 | 0 | 1 | 25 | 8 | 33 | 33 | 0 | 0 | 55 | 50 | 15 | 4 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 280 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 202 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 2 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 3 | 1 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 75 | 2 | 4 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 1 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 23 | 100 | 3 | 6 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 11 | 3 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 80 | 5 | 5 |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| GENEVA | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 18 | 93 | 11 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 33 | 52 | 12 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 75 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 52 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | HEATHROW | SWISSAIR | S | A | 113 | 0 | 0 | 50 | 20 | 16 | 14 | 0 | 0 | 26 | 82 | 8 | 114 | |
| | HEATHROW | SWISSAIR | S | D | 114 | 1 | 0 | 50 | 16 | 20 | 13 | 1 | 0 | 30 | 84 | 7 | 115 | |
| TOTAL GENEVA | | | | | 816 | 9 | 29 | 49 | 19 | 16 | 13 | 2 | 0 | 31 | 74 | 13 | 13 | |
| GENOA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 52 | 0 | 2 | 79 | 13 | 4 | 2 | 0 | 2 | 16 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 52 | 0 | 2 | 54 | 19 | 19 | 8 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| TOTAL GENOA | | | | | 112 | 0 | 4 | 66 | 16 | 12 | 5 | 0 | 1 | 21 | 79 | 11 | 11 | |
| GEORGETOWN (GUYANA) | | | | | | | | | | | | | | | | | | |
| GERONA | | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| TOTAL GERONA | | | | | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 50 | 24 | 24 | |
| GIBRALTAR | | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 21 | 0 | 2 | 48 | 5 | 5 | 33 | 10 | 0 | 56 | 39 | 20 | 23 | |
| | GATWICK | GB AIRWAYS LTD | S | D | 22 | 0 | 1 | 50 | 36 | 9 | 5 | 0 | 0 | 21 | 65 | 16 | 23 | |
| | HEATHROW | GB AIRWAYS LTD | S | A | 8 | 1 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 18 | 83 | -3 | 6 | |
| | HEATHROW | GB AIRWAYS LTD | S | D | 10 | 0 | 0 | 50 | 30 | 0 | 10 | 10 | 0 | 39 | 0 | 66 | 4 | |
| | MANCHESTER | GB AIRWAYS LTD | S | A | 7 | 0 | 1 | 57 | 0 | 14 | 29 | 0 | 0 | 23 | 63 | 12 | 8 | |
| | MANCHESTER | GB AIRWAYS LTD | S | D | 7 | 0 | 1 | 57 | 0 | 0 | 29 | 0 | 14 | 179 | 50 | 16 | 8 | |
| TOTAL GIBRALTAR | | | | | 75 | 1 | 5 | 49 | 19 | 8 | 19 | 4 | 1 | 48 | 53 | 18 | 18 | |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | DEC 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) | | | | | | | | | | | |
| GLASGOW | HEATHROW | BMI BRITISH MIDLAND | S | A | 223 | 0 | 3 | 55 | 21 | 14 | 9 | 2 | 0 | 27 | 77 | 16 | 225 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 225 | 0 | 2 | 66 | 18 | 8 | 6 | 2 | 0 | 20 | 86 | 10 | 226 |
| | MANCHESTER | BMI REGIONAL | S | A | 56 | 0 | 11 | 63 | 27 | 9 | 2 | 0 | 0 | 15 | 75 | 11 | 59 |
| | MANCHESTER | BMI REGIONAL | S | D | 38 | 0 | 3 | 84 | 11 | 5 | 0 | 0 | 0 | 1 | 88 | 1 | 59 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 172 | 0 | 7 | 78 | 10 | 7 | 3 | 2 | 0 | 14 | 85 | 5 | 172 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 170 | 2 | 8 | 83 | 11 | 3 | 4 | 0 | 0 | 10 | 88 | 7 | 171 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 283 | 8 | 0 | 51 | 25 | 14 | 8 | 2 | 0 | 25 | 69 | 16 | 273 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 283 | 6 | 0 | 65 | 17 | 11 | 5 | 1 | 0 | 18 | 84 | 10 | 277 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 111 | 1 | 7 | 76 | 11 | 8 | 5 | 0 | 0 | 12 | 83 | 8 | 103 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 114 | 2 | 4 | 87 | 4 | 7 | 2 | 1 | 0 | 7 | 90 | 2 | 105 |
| | LUTON | GB AIRWAYS LTD | S | A | 84 | 1 | 2 | 76 | 12 | 5 | 6 | 1 | 0 | 12 | 0 | 0 | 0 |
| | LUTON | GB AIRWAYS LTD | S | D | 84 | 2 | 5 | 86 | 10 | 2 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | KLM UK LTD | S | A | 131 | 0 | 5 | 60 | 16 | 15 | 8 | 1 | 0 | 20 | 85 | 6 | 126 |
| | GATWICK | KLM UK LTD | S | D | 109 | 0 | 4 | 61 | 11 | 17 | 10 | 1 | 0 | 24 | 78 | 11 | 108 |
| | STANSTED | KLM UK LTD | S | A | 77 | 0 | 4 | 74 | 9 | 6 | 8 | 1 | 1 | 18 | 88 | 2 | 65 |
| | STANSTED | KLM UK LTD | S | D | 81 | 0 | 5 | 69 | 11 | 6 | 12 | 1 | 0 | 22 | 80 | 8 | 70 |
| TOTAL GLASGOW | | | | | 2246 | 26 | 84 | 68 | 15 | 10 | 6 | 1 | 0 | 18 | 82 | 10 | 10 |
| GOA | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 0 | 0 | 60 | 0 | 0 | 74 | 0 | 66 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 42 | 80 | 12 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 1 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 40 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 0 | 20 | 0 | 80 | 43 | 114 | 14 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 9 | 0 | 0 | 56 | 0 | 22 | 11 | 11 | 0 | 47 | 86 | 12 | 14 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 25 | 217 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 1 | 50 | 0 | 25 | 25 | 0 | 0 | 46 | 40 | 49 | 5 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 0 | 20 | 60 | 0 | 20 | 0 | 72 | 40 | 17 | 5 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 48 | 0 | 173 | 7 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 35 | 63 | 45 | 8 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|---------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GOA | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 0 | 20 | 40 | 20 | 0 | 95 | 80 | -5 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 42 | 80 | 4 | 5 |
| TOTAL GOA | | | | | 70 | 1 | 1 | 46 | 7 | 20 | 20 | 6 | 1 | 61 | 54 | 55 | 55 |
| GOTEBORG | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 28 | 0 | 1 | 79 | 18 | 0 | 4 | 0 | 0 | 75 | 9 | 28 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 28 | 0 | 0 | 61 | 14 | 7 | 14 | 4 | 0 | 32 | 93 | 3 | 28 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 56 | 0 | 1 | 52 | 30 | 7 | 7 | 4 | 0 | 24 | 77 | 11 | 57 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 56 | 0 | 1 | 80 | 9 | 9 | 2 | 0 | 0 | 9 | 91 | 5 | 57 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 81 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 20 | 0 | 20 | 60 | 0 | 0 | 83 | 0 | 0 | 0 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 1 | 25 | 25 | 25 | 25 | 0 | 0 | 39 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | SAS | S | A | 74 | 0 | 1 | 64 | 18 | 8 | 9 | 1 | 0 | 21 | 60 | 15 | 72 |
| | HEATHROW | SAS | S | D | 75 | 0 | 1 | 75 | 5 | 11 | 8 | 1 | 0 | 18 | 85 | 5 | 72 |
| TOTAL GOTEBORG | | | | | 344 | 0 | 6 | 66 | 15 | 8 | 9 | 1 | 0 | 20 | 78 | 9 | 9 |
| GRAND CAYMAN | GATWICK | BRITISH AIRWAYS PLC | S | A | 15 | 0 | 0 | 47 | 27 | 7 | 20 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 44 | 44 | 0 | 11 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL GRAND CAYMAN | | | | | 24 | 0 | 0 | 46 | 33 | 4 | 17 | 0 | 0 | 24 | 40 | 76 | 76 |
| GRAZ | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 67 | 9 | 3 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 5 | 3 |
| TOTAL GRAZ | | | | | 5 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 83 | 7 | 7 |
| GRENADA | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 1 | 1 | 75 | 0 | 0 | 0 | 0 | 25 | 175 | 75 | -9 | 8 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 28 | 75 | 13 | 4 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|-----------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| GRENADA | | | | | | | | | | | | | | | | | |
| TOTAL GRENADA | | | | | 9 | 1 | 2 | 33 | 33 | 11 | 0 | 11 | 11 | 111 | 65 | 7 | 7 |
| GRENOBLE | | | | | | | | | | | | | | | | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 3 | 0 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 60 | 0 | 62 | 1 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 35 | 50 | 25 | 2 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 18 | 0 | 45 | 1 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | 1 | 2 |
| TOTAL GRENOBLE | | | | | 11 | 0 | 1 | 27 | 27 | 18 | 27 | 0 | 0 | 32 | 50 | 26 | 26 |
| GRONINGEN | | | | | | | | | | | | | | | | | |
| GUERNSEY | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 31 | 1 | 0 | 84 | 3 | 3 | 3 | 0 | 6 | 57 | 75 | 13 | 4 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 31 | 1 | 0 | 90 | 0 | 3 | 3 | 0 | 3 | 14 | 94 | -2 | 32 |
| | GATWICK | CITY FLYER EXPRESS | C | A | 3 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 0 | 0 | 0 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 58 | 2 | 0 | 60 | 16 | 9 | 14 | 2 | 0 | 25 | 86 | 6 | 59 |
| | GATWICK | CITY FLYER EXPRESS | C | D | 5 | 0 | 1 | 60 | 0 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 59 | 1 | 0 | 61 | 17 | 14 | 7 | 2 | 0 | 21 | 76 | 23 | 63 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | A | 22 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | -6 | 83 | -2 | 30 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | D | 25 | 0 | 0 | 80 | 8 | 12 | 0 | 0 | 0 | 13 | 96 | 5 | 28 |
| | GATWICK | JERSEY EUROPEAN AIRWAYS | S | A | 108 | 0 | 15 | 70 | 12 | 6 | 9 | 3 | 0 | 23 | 87 | 7 | 108 |
| | GATWICK | JERSEY EUROPEAN AIRWAYS | S | D | 89 | 0 | 15 | 75 | 9 | 2 | 12 | 1 | 0 | 18 | 84 | 11 | 109 |
| | HEATHROW | KLM UK LTD | S | A | 101 | 0 | 7 | 83 | 10 | 3 | 4 | 0 | 0 | 6 | 81 | 20 | 99 |
| | HEATHROW | KLM UK LTD | S | D | 102 | 0 | 6 | 84 | 4 | 4 | 6 | 1 | 1 | 13 | 79 | 23 | 99 |
| | STANSTED | KLM UK LTD | S | A | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 23 | 100 | 0 | 3 |
| | STANSTED | KLM UK LTD | S | D | 3 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 74 | 50 | 71 | 4 |
| TOTAL GUERNSEY | | | | | 642 | 5 | 47 | 76 | 9 | 5 | 8 | 1 | 1 | 18 | 84 | 12 | 12 |
| GURYEV | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | KAZAKHSTAN AIRLINES | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 150 | 0 | 0 | 0 |
| | BIRMINGHAM | KAZAKHSTAN AIRLINES | C | D | 3 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 136 | 0 | 0 | 0 |
| TOTAL GURYEV | | | | | 6 | 0 | 0 | 0 | 17 | 0 | 17 | 67 | 0 | 143 | 0 | 0 | 0 |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | | |
| HALIFAX INT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 20 | 1 | 0 | 10 | 15 | 25 | 45 | 5 | 0 | 72 | 33 | 66 | 18 | |
| | HEATHROW | AIR CANADA | S | D | 21 | 1 | 3 | 67 | 19 | 10 | 5 | 0 | 0 | 16 | 62 | 16 | 21 | |
| TOTAL HALIFAX INT | | | | | 41 | 2 | 3 | 39 | 17 | 17 | 24 | 2 | 0 | 44 | 49 | 39 | 39 | |
| HAMBURG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 87 | 0 | 2 | 63 | 17 | 7 | 8 | 3 | 1 | 24 | 64 | 21 | 87 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 85 | 0 | 3 | 61 | 18 | 15 | 6 | 0 | 0 | 18 | 74 | 13 | 87 | |
| | STANSTED | KLM UK LTD | S | A | 43 | 0 | 4 | 84 | 7 | 5 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | |
| | STANSTED | KLM UK LTD | S | D | 47 | 0 | 0 | 79 | 4 | 11 | 2 | 4 | 0 | 19 | 0 | 0 | 0 | |
| | HEATHROW | LUFTHANSA | S | A | 113 | 0 | 0 | 71 | 16 | 9 | 4 | 1 | 0 | 14 | 78 | 10 | 113 | |
| | HEATHROW | LUFTHANSA | S | D | 112 | 1 | 0 | 84 | 7 | 4 | 4 | 0 | 0 | 6 | 91 | 3 | 113 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 22 | 0 | 1 | 77 | 9 | 5 | 9 | 0 | 0 | 9 | 88 | 4 | 26 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 22 | 0 | 1 | 73 | 18 | 0 | 9 | 0 | 0 | 15 | 96 | 1 | 26 | |
| TOTAL HAMBURG | | | | | 535 | 1 | 21 | 73 | 13 | 8 | 5 | 2 | 0 | 15 | 78 | 10 | 10 | |
| HANOVER | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 72 | 17 | 0 | 11 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 72 | 6 | 17 | 6 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 80 | 7 | 10 | 3 | 0 | 0 | 10 | 79 | 12 | 29 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 66 | 7 | 17 | 10 | 0 | 0 | 21 | 80 | 10 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 33 | 0 | 1 | 82 | 6 | 6 | 6 | 0 | 0 | 12 | 86 | 4 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 3 | 77 | 17 | 3 | 3 | 0 | 0 | 9 | 82 | 14 | 28 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 70 | 7 | 7 | 17 | 0 | 0 | 16 | 73 | 14 | 30 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 63 | 17 | 0 | 20 | 0 | 0 | 23 | 83 | 6 | 30 | |
| | HEATHROW | LUFTHANSA | S | A | 58 | 0 | 0 | 78 | 14 | 5 | 3 | 0 | 0 | 9 | 75 | 10 | 51 | |
| | HEATHROW | LUFTHANSA | S | D | 58 | 0 | 0 | 88 | 5 | 3 | 3 | 0 | 0 | 6 | 82 | 7 | 51 | |
| TOTAL HANOVER | | | | | 334 | 0 | 5 | 76 | 10 | 6 | 7 | 0 | 0 | 12 | 80 | 10 | 10 | |
| HARARE | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ZIMBABWE | S | A | 17 | 0 | 0 | 47 | 41 | 6 | 6 | 0 | 0 | 17 | 50 | 16 | 18 | |
| | GATWICK | AIR ZIMBABWE | S | D | 17 | 1 | 0 | 76 | 12 | 6 | 6 | 0 | 0 | 14 | 94 | 9 | 18 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-----------------------|-------------------|---------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| HARARE | HEATHROW | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL HARARE | | | | | 44 | 1 | 0 | 64 | 27 | 5 | 5 | 0 | 0 | 14 | 72 | 13 | 13 |
| HAVANA | STANSTED | CUBANA | S | A | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 0 | 25 | 114 | 80 | 10 | 5 |
| | STANSTED | CUBANA | S | D | 4 | 0 | 0 | 0 | 0 | 25 | 50 | 0 | 25 | 166 | 40 | 52 | 5 |
| TOTAL HAVANA | | | | | 8 | 0 | 0 | 25 | 0 | 13 | 38 | 0 | 25 | 140 | 60 | 31 | 31 |
| HEATHROW | GLASGOW | BMI BRITISH MIDLAND | S | A | 224 | 0 | 6 | 50 | 28 | 13 | 7 | 2 | 0 | 26 | 76 | 19 | 227 |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 222 | 0 | 7 | 73 | 11 | 8 | 7 | 1 | 0 | 19 | 84 | 11 | 224 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 281 | 5 | 0 | 55 | 23 | 14 | 6 | 1 | 0 | 23 | 71 | 16 | 277 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 283 | 8 | 0 | 70 | 12 | 10 | 6 | 2 | 0 | 20 | 76 | 15 | 274 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 261 | 9 | 0 | 55 | 26 | 14 | 4 | 0 | 0 | 19 | 72 | 16 | 258 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 261 | 10 | 0 | 78 | 10 | 8 | 3 | 1 | 0 | 11 | 87 | 6 | 259 |
| | MANCHESTER | FINNAIR | S | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | MANCHESTER | FINNAIR | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -36 | 0 | 0 | 0 |
| TOTAL HEATHROW | | | | | 1538 | 32 | 53 | 63 | 19 | 11 | 5 | 1 | 0 | 20 | 77 | 14 | 14 |
| HELSINKI | GATWICK | BRITANNIA AB | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 49 | 0 | 1 | 53 | 29 | 16 | 2 | 0 | 0 | 16 | 70 | 11 | 50 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 48 | 0 | 1 | 52 | 23 | 15 | 10 | 0 | 0 | 24 | 65 | 18 | 49 |
| | GATWICK | FINNAIR | S | A | 50 | 0 | 1 | 82 | 10 | 4 | 4 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | FINNAIR | S | D | 54 | 0 | 1 | 67 | 20 | 11 | 2 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | FINNAIR | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 0 | 74 | 1 |
| | HEATHROW | FINNAIR | S | A | 87 | 0 | 0 | 55 | 23 | 18 | 3 | 0 | 0 | 15 | 49 | 27 | 82 |
| | HEATHROW | FINNAIR | S | D | 87 | 0 | 0 | 51 | 34 | 10 | 5 | 0 | 0 | 18 | 64 | 23 | 83 |
| | MANCHESTER | FINNAIR | S | A | 31 | 0 | 1 | 74 | 10 | 10 | 6 | 0 | 0 | 6 | 52 | 17 | 29 |
| | MANCHESTER | FINNAIR | S | D | 31 | 0 | 1 | 42 | 32 | 13 | 13 | 0 | 0 | 25 | 45 | 19 | 29 |
| | STANSTED | FINNAIR | S | A | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | STANSTED | FINNAIR | S | D | 10 | 0 | 0 | 30 | 10 | 50 | 10 | 0 | 0 | 30 | 0 | 0 | 0 |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|---------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| HELSINKI | GATWICK | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL HELSINKI | | | | | 471 | 0 | 6 | 58 | 23 | 14 | 6 | 0 | 0 | 16 | 58 | 20 | 20 |
| HERAKLION | | | | | | | | | | | | | | | | | |
| HOF | | | | | | | | | | | | | | | | | |
| TOTAL HOF | | | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 59 | 50 | 57 | 57 |
| HONG KONG (CHEP LAP KOK) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 42 | 16 | 42 | 0 | 0 | 0 | 24 | 86 | 0 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 12 | 90 | 2 | 29 |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | A | 38 | 1 | 0 | 68 | 16 | 16 | 0 | 0 | 0 | 5 | 85 | -14 | 34 |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | D | 38 | 0 | 0 | 87 | 8 | 0 | 5 | 0 | 0 | 8 | 86 | 12 | 35 |
| | MANCHESTER | CATHAY PACIFIC AIRWAYS | S | A | 29 | 0 | 2 | 66 | 14 | 14 | 7 | 0 | 0 | 8 | 81 | 5 | 31 |
| | MANCHESTER | CATHAY PACIFIC AIRWAYS | S | D | 29 | 0 | 2 | 86 | 3 | 3 | 3 | 3 | 0 | 11 | 94 | 2 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 48 | 19 | 26 | 6 | 0 | 0 | 13 | 80 | -6 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 61 | 32 | 3 | 3 | 0 | 0 | 12 | 73 | 17 | 30 |
| TOTAL HONG KONG (CHEP LAP KOK) | | | | | 258 | 1 | 7 | 67 | 16 | 14 | 3 | 0 | 0 | 12 | 84 | 3 | 3 |
| HOUSTON | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 33 | 27 | 27 | 13 | 0 | 0 | 30 | 83 | 14 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 63 | 27 | 10 | 0 | 0 | 0 | 13 | 77 | 13 | 30 |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 29 | 1 | 2 | 21 | 21 | 41 | 10 | 7 | 0 | 47 | 39 | 36 | 31 |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 30 | 0 | 1 | 60 | 10 | 7 | 17 | 7 | 0 | 44 | 77 | 10 | 31 |
| TOTAL HOUSTON | | | | | 119 | 2 | 3 | 45 | 21 | 21 | 10 | 3 | 0 | 34 | 69 | 18 | 18 |
| HURGHADA | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 70 | 20 | 36 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL HURGHADA | | | | | 10 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 47 | 40 | 29 | 29 |

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|------------------------|-------------------|------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| IBIZA | | | | | | | | | | | | | | | | | | |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 40 | 21 | 5 | |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 32 | 5 | |
| TOTAL IBIZA | | | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 27 | 27 | |
| INNSBRUCK | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AB | C | A | 3 | 0 | 1 | 67 | 0 | 0 | 0 | 33 | 0 | 100 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AB | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 135 | 0 | 0 | 0 | |
| | STANSTED | KLM UK LTD | S | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 40 | 67 | 31 | 6 | |
| | STANSTED | KLM UK LTD | S | D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 47 | 57 | 41 | 7 | |
| | GATWICK | LAUDA-AIR | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| | GATWICK | LAUDA-AIR | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 141 | 0 | 24 | 1 | |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 50 | 11 | 2 | |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 7 | 0 | 3 | 29 | 43 | 0 | 14 | 14 | 0 | 76 | 13 | 34 | 8 | |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 10 | 0 | 0 | 30 | 0 | 20 | 10 | 40 | 0 | 130 | 33 | 37 | 12 | |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 3 | 0 | 3 | 33 | 0 | 0 | 67 | 0 | 0 | 83 | 33 | 36 | 3 | |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 6 | 0 | 0 | 33 | 0 | 0 | 33 | 17 | 17 | 176 | 60 | 34 | 5 | |
| | STANSTED | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 100 | 8 | 2 | |
| | STANSTED | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 50 | 8 | 2 | |
| TOTAL INNSBRUCK | | | | | 57 | 0 | 7 | 40 | 12 | 12 | 16 | 18 | 2 | 86 | 44 | 32 | 32 | |
| INVERNESS | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 79 | 0 | 2 | 47 | 25 | 15 | 11 | 0 | 1 | 32 | 65 | 18 | 82 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 78 | 0 | 2 | 69 | 13 | 10 | 8 | 0 | 0 | 17 | 88 | 5 | 81 | |
| TOTAL INVERNESS | | | | | 161 | 0 | 4 | 57 | 19 | 14 | 9 | 1 | 1 | 26 | 72 | 10 | 10 | |
| ISLAMABAD | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 11 | 0 | 33 | 33 | 11 | 11 | 194 | 0 | 78 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 23 | 89 | 7 | 9 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 1 | 0 | 13 | 25 | 63 | 0 | 0 | 77 | 0 | 85 | 9 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 71 | 0 | 36 | 9 | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 9 | 1 | 0 | 22 | 22 | 0 | 44 | 11 | 0 | 75 | 22 | 67 | 9 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| ISLAMABAD | | | | | | | | | | | | | | | | | | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 10 | 1 | 0 | 0 | 40 | 20 | 30 | 10 | 0 | 68 | 22 | 65 | 9 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 45 | 0 | 104 | 9 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 9 | 0 | 0 | 11 | 56 | 22 | 11 | 0 | 0 | 43 | 10 | 98 | 10 | |
| TOTAL ISLAMABAD | | | | | 70 | 3 | 1 | 13 | 24 | 24 | 33 | 4 | 1 | 75 | 18 | 68 | 68 | |
| ISLAY | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 23 | 4 | 0 | 74 | 9 | 13 | 4 | 0 | 0 | 10 | 80 | 9 | 5 | |
| | GLASGOW | LOGANAIR | S | D | 22 | 4 | 0 | 73 | 9 | 5 | 9 | 5 | 0 | 21 | 80 | 9 | 25 | |
| TOTAL ISLAY | | | | | 45 | 8 | 0 | 73 | 9 | 9 | 7 | 2 | 0 | 15 | 80 | 9 | 9 | |
| ISLE OF MAN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BA CITIEXPRESS (IOM) LTD | S | A | 47 | 0 | 1 | 85 | 9 | 0 | 2 | 2 | 2 | 20 | 93 | 3 | 46 | |
| | BIRMINGHAM | BA CITIEXPRESS (IOM) LTD | S | D | 46 | 2 | 2 | 78 | 4 | 13 | 2 | 0 | 2 | 24 | 83 | 15 | 46 | |
| | GLASGOW | BA CITIEXPRESS (IOM) LTD | S | A | 24 | 0 | 1 | 88 | 0 | 8 | 0 | 4 | 0 | 11 | 79 | 9 | 24 | |
| | GLASGOW | BA CITIEXPRESS (IOM) LTD | S | D | 23 | 2 | 2 | 83 | 9 | 0 | 9 | 0 | 0 | 8 | 83 | 14 | 24 | |
| | HEATHROW | BA CITIEXPRESS (IOM) LTD | S | A | 74 | 1 | 3 | 55 | 24 | 11 | 5 | 3 | 1 | 29 | 73 | 14 | 79 | |
| | HEATHROW | BA CITIEXPRESS (IOM) LTD | S | D | 74 | 1 | 3 | 64 | 19 | 7 | 7 | 3 | 1 | 29 | 82 | 11 | 79 | |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | A | 16 | 1 | 1 | 56 | 13 | 13 | 13 | 0 | 6 | 59 | 86 | -1 | 14 | |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | D | 15 | 1 | 2 | 47 | 20 | 13 | 13 | 7 | 0 | 45 | 100 | 3 | 14 | |
| | MANCHESTER | BA CITIEXPRESS (IOM) LTD | S | A | 81 | 0 | 3 | 85 | 5 | 1 | 5 | 2 | 1 | 18 | 87 | 5 | 84 | |
| | MANCHESTER | BA CITIEXPRESS (IOM) LTD | S | D | 81 | 0 | 3 | 89 | 1 | 2 | 4 | 2 | 1 | 13 | 93 | -4 | 83 | |
| TOTAL ISLE OF MAN | | | | | 481 | 8 | 21 | 75 | 10 | 6 | 5 | 2 | 1 | 23 | 85 | 7 | 7 | |
| ISTANBUL | | | | | | | | | | | | | | | | | | |
| | STANSTED | AKDENIZ AIRLINES | C | A | 4 | 0 | 2 | 25 | 0 | 50 | 0 | 0 | 25 | 139 | 0 | 0 | 0 | |
| | STANSTED | AKDENIZ AIRLINES | C | D | 3 | 0 | 2 | 33 | 0 | 33 | 33 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 62 | 15 | 11 | 8 | 3 | 0 | 23 | 69 | 13 | 61 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 61 | 0 | 0 | 64 | 26 | 3 | 5 | 2 | 0 | 17 | 77 | 13 | 60 | |
| | GATWICK | ISTANBUL HAVA YOLLARI | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 30 | 20 | 23 | 5 | |
| | GATWICK | ISTANBUL HAVA YOLLARI | C | D | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 35 | 0 | 58 | 2 | |
| | HEATHROW | ISTANBUL HAVA YOLLARI | C | A | 9 | 0 | 0 | 11 | 33 | 33 | 11 | 0 | 11 | 177 | 25 | 30 | 8 | |
| | HEATHROW | ISTANBUL HAVA YOLLARI | C | D | 9 | 0 | 0 | 11 | 11 | 33 | 33 | 0 | 11 | 195 | 75 | 3 | 8 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|-------------------------------------|-------------------|----------------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| ISTANBUL | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | ISTANBUL HAVA YOLLARI | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | MANCHESTER | ISTANBUL HAVA YOLLARI | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | STANSTED | ISTANBUL HAVA YOLLARI | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | STANSTED | ISTANBUL HAVA YOLLARI | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | ONUR AIR | C | A | 12 | 0 | 0 | 33 | 33 | 25 | 8 | 0 | 0 | 35 | 75 | 23 | 8 | |
| | GATWICK | ONUR AIR | C | D | 12 | 0 | 0 | 25 | 8 | 50 | 17 | 0 | 0 | 44 | 88 | 15 | 8 | |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 56 | 1 | 2 | 39 | 29 | 23 | 9 | 0 | 0 | 26 | 34 | 31 | 58 | |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 56 | 1 | 2 | 68 | 16 | 9 | 7 | 0 | 0 | 20 | 83 | 18 | 58 | |
| TOTAL ISTANBUL | | | | | 300 | 2 | 8 | 51 | 21 | 17 | 8 | 1 | 1 | 34 | 63 | 20 | 20 | |
| IVALO | | | | | | | | | | | | | | | | | | |
| TOTAL IVALO | | | | | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 15 | 0 | 47 | 47 | |
| IZMIR (ADNAM MENDERES) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 9 | 0 | 1 | 33 | 22 | 44 | 0 | 0 | 0 | 25 | 62 | 21 | 13 | |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 9 | 0 | 1 | 33 | 0 | 33 | 33 | 0 | 0 | 49 | 15 | 44 | 13 | |
| TOTAL IZMIR (ADNAM MENDERES) | | | | | 19 | 2 | 4 | 37 | 11 | 37 | 16 | 0 | 0 | 35 | 39 | 37 | 37 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|---|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 33 | 39 | 17 | 6 | 6 | 0 | 30 | 15 | 44 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 61 | 22 | 6 | 11 | 0 | 0 | 19 | 83 | 4 | 12 |
| TOTAL JAKARTA (SOEKARNO-HATTA INTNL) | | | | | 36 | 0 | 0 | 47 | 31 | 11 | 8 | 3 | 0 | 24 | 43 | 41 | 41 |
| JEDDAH | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 82 | 6 | 6 | 6 | 0 | 0 | 9 | 44 | 18 | 18 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 61 | 17 | 11 | 11 | 0 | 0 | 25 | 59 | 25 | 17 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 24 | 0 | 0 | 83 | 4 | 13 | 0 | 0 | 0 | 5 | 79 | 14 | 19 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 23 | 1 | 1 | 43 | 17 | 35 | 4 | 0 | 0 | 24 | 58 | 22 | 19 |
| TOTAL JEDDAH | | | | | 82 | 1 | 1 | 67 | 11 | 17 | 5 | 0 | 0 | 16 | 60 | 20 | 20 |
| JEREZ | | | | | | | | | | | | | | | | | |
| JERSEY | GLASGOW | BMI BRITISH MIDLAND | S | A | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 63 | 100 | 1 | 8 |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 22 | 75 | 7 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 104 | 1 | 8 | 60 | 19 | 13 | 7 | 2 | 0 | 22 | 75 | 20 | 110 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 104 | 1 | 7 | 69 | 15 | 9 | 6 | 1 | 0 | 16 | 80 | 12 | 111 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 38 | 0 | 1 | 55 | 21 | 16 | 8 | 0 | 0 | 25 | 70 | 22 | 33 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 37 | 0 | 5 | 76 | 14 | 5 | 5 | 0 | 0 | 13 | 100 | 6 | 3 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 85 | 0 | 6 | 69 | 19 | 8 | 4 | 0 | 0 | 15 | 71 | 28 | 85 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 85 | 0 | 6 | 71 | 22 | 6 | 1 | 0 | 0 | 10 | 65 | 24 | 84 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | A | 34 | 1 | 1 | 76 | 3 | 15 | 6 | 0 | 0 | 6 | 0 | 0 | 0 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | D | 31 | 0 | 1 | 81 | 10 | 3 | 6 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GATWICK | JERSEY EUROPEAN AIRWAYS | S | A | 85 | 0 | 6 | 78 | 11 | 6 | 6 | 0 | 0 | 9 | 82 | 5 | 101 |
| | GATWICK | JERSEY EUROPEAN AIRWAYS | S | D | 106 | 0 | 6 | 70 | 12 | 11 | 7 | 0 | 0 | 16 | 81 | 13 | 100 |
| | STANSTED | KLM UK LTD | S | A | 24 | 1 | 1 | 71 | 13 | 0 | 13 | 4 | 0 | 27 | 75 | 11 | 20 |
| | STANSTED | KLM UK LTD | S | D | 24 | 1 | 1 | 63 | 13 | 4 | 21 | 0 | 0 | 26 | 62 | 19 | 21 |
| TOTAL JERSEY | | | | | 767 | 5 | 49 | 69 | 16 | 9 | 6 | 1 | 0 | 16 | 78 | 15 | 15 |
| JOHANNESBURG | HEATHROW | BRITISH AIRWAYS PLC | S | A | 24 | 0 | 0 | 79 | 13 | 4 | 4 | 0 | 0 | 7 | 70 | 18 | 20 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 67 | 25 | 4 | 4 | 0 | 0 | 14 | 72 | 14 | 25 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| JOHANNESBURG | GATWICK | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 2 | 20 | 20 | 20 | 40 | 0 | 0 | 68 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 6 | 0 | 0 | 0 | 17 | 50 | 33 | 0 | 0 | 50 | 0 | 0 | 0 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 32 | 1 | 0 | 16 | 25 | 38 | 13 | 3 | 6 | 85 | 40 | 22 | 30 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 34 | 1 | 1 | 47 | 15 | 15 | 21 | 0 | 3 | 58 | 64 | 14 | 28 |
| TOTAL JOHANNESBURG | | | | | 125 | 2 | 3 | 46 | 19 | 18 | 14 | 1 | 2 | 47 | 59 | 17 | 17 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|------------------------------|-------------------|--------------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| KARACHI | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 19 | 1 | 2 | 32 | 26 | 16 | 21 | 0 | 5 | 100 | 28 | 103 | 18 |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 20 | 0 | 0 | 25 | 30 | 15 | 20 | 0 | 10 | 113 | 28 | 91 | 18 |
| TOTAL KARACHI | | | | | 39 | 1 | 2 | 28 | 28 | 15 | 21 | 0 | 8 | 106 | 28 | 97 | 97 |
| KATHMANDU | GATWICK | ROYAL NEPAL AIRLINES | S | A | 10 | 0 | 0 | 10 | 10 | 20 | 60 | 0 | 0 | 75 | 0 | 101 | 9 |
| | GATWICK | ROYAL NEPAL AIRLINES | S | D | 10 | 0 | 0 | 20 | 10 | 30 | 40 | 0 | 0 | 51 | 22 | 71 | 9 |
| TOTAL KATHMANDU | | | | | 20 | 0 | 0 | 15 | 10 | 25 | 50 | 0 | 0 | 63 | 11 | 86 | 86 |
| KEFLAVIK | GLASGOW | ICELANDAIR | S | A | 9 | 0 | 17 | 78 | 0 | 22 | 0 | 0 | 0 | 10 | 78 | 5 | 9 |
| | GLASGOW | ICELANDAIR | S | D | 9 | 0 | 17 | 44 | 33 | 22 | 0 | 0 | 0 | 23 | 89 | 9 | 9 |
| | HEATHROW | ICELANDAIR | S | A | 29 | 0 | 0 | 62 | 21 | 17 | 0 | 0 | 0 | 13 | 71 | 10 | 21 |
| | HEATHROW | ICELANDAIR | S | D | 29 | 0 | 0 | 48 | 24 | 24 | 3 | 0 | 0 | 19 | 76 | 21 | 21 |
| TOTAL KEFLAVIK | | | | | 77 | 0 | 34 | 57 | 21 | 21 | 1 | 0 | 0 | 16 | 77 | 13 | 13 |
| KERRY COUNTY | LUTON | BA CITIEXPRESS (IOM) LTD | S | A | 13 | 2 | 2 | 69 | 8 | 8 | 15 | 0 | 0 | 25 | 0 | 0 | 0 |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | D | 15 | 1 | 1 | 47 | 20 | 20 | 13 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL KERRY COUNTY | | | | | 28 | 3 | 6 | 57 | 14 | 14 | 14 | 0 | 0 | 30 | 84 | 4 | 4 |
| KHARTOUM | HEATHROW | SUDAN AIRWAYS | S | A | 9 | 0 | 1 | 67 | 11 | 0 | 11 | 0 | 11 | 128 | 33 | 160 | 9 |
| | HEATHROW | SUDAN AIRWAYS | S | D | 9 | 0 | 1 | 22 | 11 | 22 | 33 | 0 | 11 | 177 | 33 | 150 | 9 |
| TOTAL KHARTOUM | | | | | 18 | 0 | 2 | 44 | 11 | 11 | 22 | 0 | 11 | 152 | 33 | 155 | 155 |
| KIEV (BORISPOL) | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | A | 16 | 0 | 1 | 50 | 25 | 19 | 6 | 0 | 0 | 17 | 67 | 7 | 12 |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | D | 16 | 0 | 0 | 50 | 19 | 13 | 19 | 0 | 0 | 34 | 77 | 25 | 13 |
| TOTAL KIEV (BORISPOL) | | | | | 32 | 0 | 1 | 50 | 22 | 16 | 13 | 0 | 0 | 25 | 72 | 16 | 16 |
| KINGSTON | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 7 | 43 | 29 | 14 | 0 | 7 | 141 | 38 | 24 | 13 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|------------------------------------|-------------------|-----------------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| KINGSTON | | | | | | | | | | | | | | | | | | |
| | GATWICK | TRANS JAMAICA | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 0 | 0 | 33 | 125 | 0 | 210 | 3 | |
| | GATWICK | TRANS JAMAICA | C | D | 3 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 37 | 0 | 71 | 2 | |
| TOTAL KINGSTON | | | | | 22 | 0 | 0 | 9 | 36 | 32 | 14 | 0 | 9 | 120 | 23 | 69 | 69 | |
| KINLOSS | | | | | | | | | | | | | | | | | | |
| KIRKWALL | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 3 | 59 | 18 | 18 | 6 | 0 | 0 | 18 | 67 | 10 | 21 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 2 | 89 | 6 | 0 | 6 | 0 | 0 | 12 | 95 | 6 | 20 | |
| | GLASGOW | LOGANAIR | S | A | 24 | 1 | 0 | 79 | 0 | 4 | 17 | 0 | 0 | 12 | 75 | 5 | 24 | |
| | GLASGOW | LOGANAIR | S | D | 20 | 0 | 0 | 65 | 10 | 10 | 15 | 0 | 0 | 28 | 85 | 5 | 20 | |
| TOTAL KIRKWALL | | | | | 79 | 1 | 5 | 73 | 8 | 8 | 11 | 0 | 0 | 17 | 80 | 7 | 7 | |
| KITTILA | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL KITTILA | | | | | 26 | 2 | 0 | 46 | 15 | 23 | 15 | 0 | 0 | 20 | 0 | 48 | 48 | |
| KORTRIJK/WEVELGEM | | | | | | | | | | | | | | | | | | |
| KRAKOW | | | | | | | | | | | | | | | | | | |
| | HEATHROW | LOT-POLISH AIRLINES | S | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 27 | 100 | -1 | 4 | |
| TOTAL KRAKOW | | | | | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 27 | 100 | -4 | -4 | |
| KRISTIANSAND (KJEVIK) | | | | | | | | | | | | | | | | | | |
| | GATWICK | MAERSK AIR | S | A | 24 | 0 | 0 | 54 | 29 | 8 | 8 | 0 | 0 | 19 | 58 | 14 | 26 | |
| | GATWICK | MAERSK AIR | S | D | 23 | 0 | 0 | 70 | 13 | 9 | 9 | 0 | 0 | 15 | 84 | 7 | 25 | |
| TOTAL KRISTIANSAND (KJEVIK) | | | | | 47 | 0 | 0 | 62 | 21 | 9 | 9 | 0 | 0 | 17 | 71 | 11 | 11 | |
| KUALA LUMPUR (SEPANG) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM- MAS | S | A | 62 | 0 | 0 | 53 | 18 | 15 | 10 | 5 | 0 | 28 | 50 | 20 | 36 | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM- MAS | S | D | 62 | 0 | 0 | 55 | 23 | 15 | 8 | 0 | 0 | 22 | 86 | 7 | 36 | |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | | | | | | | | | | | | | | | | | |
| TOTAL KUALA LUMPUR (SEPANG) | | | | | 124 | 0 | 0 | 54 | 20 | 15 | 9 | 2 | 0 | 25 | 68 | 14 | 14 |
| KUWAIT | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 20 | 0 | 1 | 90 | 5 | 0 | 0 | 5 | 0 | 5 | 83 | 19 | 18 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 20 | 0 | 1 | 65 | 15 | 5 | 10 | 5 | 0 | 28 | 88 | 5 | 17 |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 33 | 0 | 2 | 52 | 18 | 15 | 9 | 3 | 3 | 63 | 69 | 12 | 35 |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 31 | 2 | 4 | 42 | 26 | 13 | 16 | 0 | 3 | 56 | 77 | 13 | 35 |
| TOTAL KUWAIT | | | | | 104 | 4 | 8 | 59 | 17 | 10 | 10 | 3 | 2 | 43 | 77 | 12 | 12 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | | |
|----------------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| LA CORUNA | | | | | | | | | | | | | | | | | | |
| LAGOS | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 34 | 0 | 0 | 79 | 6 | 3 | 9 | 3 | 0 | 6 | 87 | 13 | 30 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 34 | 0 | 0 | 15 | 32 | 41 | 12 | 0 | 0 | 35 | 23 | 37 | 31 | |
| | HEATHROW | NIGERIA AIRWAYS | S | A | 9 | 0 | 6 | 11 | 11 | 22 | 33 | 11 | 11 | 145 | 0 | 325 | 17 | |
| | HEATHROW | NIGERIA AIRWAYS | S | D | 11 | 1 | 8 | 64 | 18 | 9 | 9 | 0 | 0 | 13 | 8 | 315 | 12 | |
| TOTAL LAGOS | | | | | 88 | 1 | 14 | 45 | 18 | 20 | 13 | 2 | 1 | 32 | 38 | 120 | 120 | |
| LAKSELV/BANAK | | | | | | | | | | | | | | | | | | |
| TOTAL LAKSELV/BANAK | | | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | |
| LARNACA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 71 | 13 | 6 | 10 | 0 | 0 | 13 | 87 | 3 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 32 | 26 | 29 | 13 | 0 | 0 | 30 | 60 | 26 | 30 | |
| | BIRMINGHAM | CYPRUS AIRWAYS | S | A | 8 | 0 | 0 | 63 | 25 | 0 | 0 | 0 | 13 | 47 | 100 | 2 | 5 | |
| | BIRMINGHAM | CYPRUS AIRWAYS | S | D | 5 | 0 | 0 | 0 | 40 | 20 | 20 | 0 | 20 | 122 | 80 | 15 | 5 | |
| | GATWICK | CYPRUS AIRWAYS | S | A | 9 | 0 | 1 | 44 | 11 | 22 | 22 | 0 | 0 | 43 | 82 | 6 | 11 | |
| | GATWICK | CYPRUS AIRWAYS | S | D | 9 | 0 | 1 | 0 | 33 | 22 | 33 | 0 | 11 | 164 | 73 | 43 | 11 | |
| | HEATHROW | CYPRUS AIRWAYS | S | A | 38 | 1 | 0 | 29 | 24 | 39 | 8 | 0 | 0 | 29 | 40 | 25 | 40 | |
| | HEATHROW | CYPRUS AIRWAYS | S | D | 38 | 1 | 2 | 58 | 18 | 13 | 11 | 0 | 0 | 23 | 68 | 18 | 41 | |
| | MANCHESTER | CYPRUS AIRWAYS | S | A | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 73 | 11 | 11 | |
| | MANCHESTER | CYPRUS AIRWAYS | S | D | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 20 | 45 | 39 | 11 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 100 | -12 | 4 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 100 | 4 | 6 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | LUTON | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 1 | 0 | 0 | 33 | 33 | 33 | 0 | 146 | 0 | 0 | 0 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 0 | 25 | 25 | 0 | 98 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 7 | 1 | 0 | 43 | 0 | 14 | 43 | 0 | 0 | 51 | 0 | 37 | 4 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 15 | 75 | 10 | 4 |
| TOTAL LARNACA | | | | | 235 | 5 | 6 | 45 | 21 | 21 | 11 | 1 | 1 | 35 | 62 | 21 | 21 |
| LAS PALMAS | BIRMINGHAM | AIR EUROPA | C | A | 2 | 1 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 72 | 0 | 0 | 0 |
| | BIRMINGHAM | AIR EUROPA | C | D | 2 | 1 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 58 | 0 | 0 | 0 |
| | GATWICK | AIR EUROPA | C | A | 5 | 0 | 1 | 80 | 20 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GATWICK | AIR EUROPA | C | D | 5 | 0 | 1 | 40 | 40 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | GLASGOW | AIR EUROPA | C | A | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 47 | 0 | 0 | 0 |
| | GLASGOW | AIR EUROPA | C | D | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 48 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 19 | 75 | 20 | 4 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 3 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 14 | 100 | -3 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 7 | 0 | 0 | 29 | 29 | 43 | 0 | 0 | 31 | 44 | 23 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 14 | 67 | 11 | 9 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -4 | 0 | 55 | 4 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 0 | 44 | 4 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 26 | 80 | 13 | 5 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 22 | 60 | 15 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 7 | 0 | 0 | 43 | 14 | 43 | 0 | 0 | 9 | 56 | 17 | 9 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 7 | 1 | 0 | 43 | 14 | 43 | 0 | 0 | 20 | 78 | 8 | 9 | |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 11 | 50 | 17 | 4 | |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -3 | 50 | 22 | 4 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | -11 | 0 | 0 | 0 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 40 | 0 | 0 | 0 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 0 | 40 | 66 | 80 | 4 | 5 | |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 0 | 40 | 81 | 80 | 6 | 5 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | -5 | 100 | -10 | 4 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 6 | 100 | -5 | 4 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 12 | 0 | 1 | 50 | 17 | 25 | 8 | 0 | 24 | 50 | 34 | 8 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|-------------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | D | 12 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 88 | 20 | 8 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 50 | 14 | 4 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 12 | 100 | 3 | 4 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 12 | 0 | 0 | 58 | 25 | 8 | 8 | 0 | 14 | 80 | 6 | 5 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 12 | 0 | 0 | 83 | 8 | 0 | 8 | 0 | 5 | 80 | -1 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 90 | 14 | 35 | 7 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 1 | 33 | 33 | 0 | 33 | 0 | 41 | 57 | 13 | 7 | |
| | LUTON | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 70 | 100 | -27 | 4 | |
| | LUTON | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 60 | 100 | -5 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 27 | 25 | 20 | 4 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 10 | 100 | 4 | 4 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 53 | 0 | 0 | 0 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 49 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 12 | 0 | 0 | 25 | 8 | 33 | 33 | 0 | 46 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 12 | 0 | 0 | 33 | 17 | 25 | 25 | 0 | 42 | 0 | 0 | 0 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 0 | 0 | 40 | 0 | 20 | 298 | 0 | 0 | |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 20 | 20 | 0 | 40 | 0 | 20 | 139 | 0 | 0 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | LUTON | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 11 | 0 | 1 | 27 | 18 | 45 | 9 | 0 | 33 | 60 | 14 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 12 | 1 | 0 | 50 | 17 | 25 | 8 | 0 | 24 | 83 | 6 | 6 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 44 | 0 | 0 | 0 | |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | GLASGOW | OASIS INTERNATIONAL | C | A | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 67 | 20 | 48 | 5 | |
| | GLASGOW | OASIS INTERNATIONAL | C | D | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 86 | 25 | 65 | 4 | |
| TOTAL LAS PALMAS | | | | | 286 | 9 | 6 | 51 | 16 | 17 | 13 | 1 | 1 | 35 | 67 | 16 | 16 |
| LE HAVRE | | | | | | | | | | | | | | | | | |
| LEEDS BRADFORD | GLASGOW | BMI BRITISH MIDLAND | S | A | 36 | 0 | 0 | 83 | 11 | 3 | 3 | 0 | 9 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|-----------------------------|-------------------|-----------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LEEDS BRADFORD | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 36 | 0 | 1 | 89 | 8 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 115 | 0 | 8 | 51 | 17 | 15 | 17 | 0 | 0 | 29 | 72 | 17 | 124 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 115 | 0 | 8 | 63 | 17 | 14 | 5 | 1 | 0 | 17 | 82 | 4 | 125 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 51 | 0 | 6 | 45 | 20 | 24 | 12 | 0 | 0 | 30 | 67 | 13 | 43 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 50 | 0 | 4 | 64 | 14 | 12 | 10 | 0 | 0 | 19 | 78 | 12 | 41 | |
| TOTAL LEEDS BRADFORD | | | | | 403 | 0 | 27 | 62 | 15 | 13 | 10 | 0 | 0 | 20 | 78 | 11 | 11 | |
| LEIPZIG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 66 | 17 | 7 | 10 | 0 | 0 | 12 | 77 | 9 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 5 | 83 | 9 | 30 | |
| | HEATHROW | LUFTHANSA | S | A | 43 | 0 | 0 | 53 | 23 | 16 | 7 | 0 | 0 | 20 | 54 | 16 | 24 | |
| | HEATHROW | LUFTHANSA | S | D | 26 | 0 | 0 | 85 | 8 | 4 | 4 | 0 | 0 | 6 | 83 | 12 | 23 | |
| TOTAL LEIPZIG | | | | | 128 | 0 | 1 | 71 | 14 | 9 | 6 | 0 | 0 | 12 | 75 | 11 | 11 | |
| LILLE | | | | | | | | | | | | | | | | | | |
| | STANSTED | PROTEUS AIR SYSTEM SA | S | A | 14 | 1 | 7 | 57 | 36 | 7 | 0 | 0 | 0 | 15 | 100 | 0 | 19 | |
| | STANSTED | PROTEUS AIR SYSTEM SA | S | D | 12 | 0 | 9 | 67 | 17 | 8 | 8 | 0 | 0 | 25 | 88 | 15 | 17 | |
| TOTAL LILLE | | | | | 26 | 1 | 16 | 62 | 27 | 8 | 4 | 0 | 0 | 19 | 85 | 10 | 10 | |
| LILONGWE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 8 | 100 | -1 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 21 | 75 | 15 | 4 | |
| TOTAL LILONGWE | | | | | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 15 | 88 | 7 | 7 | |
| LISBON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR PORTUGAL | S | A | 77 | 1 | 4 | 55 | 22 | 16 | 8 | 0 | 0 | 19 | 74 | 11 | 77 | |
| | HEATHROW | AIR PORTUGAL | S | D | 77 | 1 | 4 | 53 | 14 | 18 | 12 | 1 | 1 | 34 | 76 | 17 | 78 | |
| | GATWICK | BRITANNIA AB | C | A | 8 | 0 | 1 | 0 | 25 | 38 | 38 | 0 | 0 | 58 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AB | C | D | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 87 | 0 | 2 | 72 | 9 | 13 | 6 | 0 | 0 | 13 | 84 | 17 | 89 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 2 | 49 | 26 | 10 | 14 | 0 | 0 | 26 | 71 | 15 | 89 | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 47 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 31 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|--|-------------------|-----------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LISBON | | | | | | | | | | | | | | | | | | |
| | GATWICK | SATA | C | A | 8 | 0 | 1 | 25 | 38 | 25 | 0 | 13 | 0 | 49 | 0 | 0 | 0 | |
| | GATWICK | SATA | C | D | 8 | 0 | 1 | 25 | 25 | 38 | 0 | 13 | 0 | 64 | 0 | 0 | 0 | |
| TOTAL LISBON | | | | | 367 | 4 | 15 | 54 | 19 | 15 | 11 | 1 | 0 | 25 | 73 | 19 | 19 | |
| LIVERPOOL | | | | | | | | | | | | | | | | | | |
| LJUBLJANA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ADRIA AIRWAYS | S | A | 29 | 0 | 1 | 52 | 31 | 7 | 10 | 0 | 0 | 20 | 56 | 28 | 25 | |
| | HEATHROW | ADRIA AIRWAYS | S | D | 29 | 0 | 1 | 45 | 31 | 14 | 10 | 0 | 0 | 23 | 72 | 18 | 25 | |
| TOTAL LJUBLJANA | | | | | 58 | 0 | 2 | 48 | 31 | 10 | 10 | 0 | 0 | 21 | 64 | 23 | 23 | |
| LOS ANGELES INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 17 | 10 | 40 | 33 | 0 | 0 | 50 | 67 | 7 | 30 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 63 | 20 | 10 | 7 | 0 | 0 | 16 | 80 | 13 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 46 | 20 | 23 | 10 | 2 | 0 | 25 | 92 | -6 | 60 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 61 | 0 | 0 | 59 | 25 | 8 | 8 | 0 | 0 | 22 | 73 | 18 | 59 | |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 19 | 16 | 42 | 23 | 0 | 0 | 47 | 65 | 7 | 31 | |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 58 | 19 | 16 | 6 | 0 | 0 | 18 | 90 | 9 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 50 | 0 | 17 | 30 | 3 | 0 | 35 | 83 | 0 | 29 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 30 | 13 | 20 | 37 | 0 | 0 | 53 | 66 | 18 | 29 | |
| TOTAL LOS ANGELES INTERNATIONAL | | | | | 304 | 0 | 0 | 45 | 17 | 21 | 17 | 1 | 0 | 31 | 78 | 8 | 8 | |
| LUSAKA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 16 | 71 | 14 | 7 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 31 | 50 | 23 | 8 | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 129 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL LUSAKA | | | | | 22 | 0 | 1 | 64 | 9 | 9 | 18 | 0 | 0 | 31 | 60 | 18 | 18 | |
| LUTON | | | | | | | | | | | | | | | | | | |
| | GLASGOW | GB AIRWAYS LTD | S | A | 86 | 0 | 2 | 84 | 10 | 1 | 5 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GLASGOW | GB AIRWAYS LTD | S | D | 87 | 1 | 1 | 77 | 13 | 5 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL LUTON | | | | | 175 | 3 | 3 | 80 | 12 | 3 | 5 | 0 | 0 | 10 | 100 | -10 | -10 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|-------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 19 | 0 | 3 | 53 | 16 | 16 | 11 | 5 | 0 | 35 | 83 | 16 | 24 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 19 | 0 | 3 | 68 | 11 | 21 | 0 | 0 | 0 | 13 | 88 | 12 | 24 | |
| | HEATHROW | LUXAIR | S | A | 54 | 0 | 1 | 37 | 33 | 20 | 7 | 2 | 0 | 31 | 63 | 18 | 57 | |
| | HEATHROW | LUXAIR | S | D | 54 | 0 | 1 | 70 | 13 | 7 | 7 | 2 | 0 | 18 | 88 | 3 | 57 | |
| | MANCHESTER | LUXAIR | S | A | 19 | 0 | 1 | 63 | 26 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | MANCHESTER | LUXAIR | S | D | 19 | 0 | 1 | 84 | 11 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | STANSTED | LUXAIR | S | A | 22 | 0 | 1 | 68 | 32 | 0 | 0 | 0 | 0 | 7 | 72 | 11 | 25 | |
| | STANSTED | LUXAIR | S | D | 22 | 0 | 1 | 86 | 5 | 9 | 0 | 0 | 0 | 6 | 100 | -2 | 25 | |
| TOTAL LUXEMBOURG | | | | | 228 | 0 | 12 | 63 | 20 | 12 | 4 | 1 | 0 | 18 | 80 | 10 | 10 | |
| LUXOR | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 20 | 20 | 10 | 50 | 0 | 0 | 62 | 75 | 16 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 50 | 20 | 0 | 30 | 0 | 0 | 32 | 100 | 7 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 61 | 75 | 10 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 51 | 100 | 5 | 4 | |
| | HEATHROW | EGYPT AIR | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -3 | 50 | 21 | 4 | |
| | HEATHROW | EGYPT AIR | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 50 | 83 | 4 | |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 12 | 0 | 0 | 8 | 17 | 50 | 25 | 0 | 0 | 56 | 50 | 109 | 10 | |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 11 | 0 | 0 | 45 | 18 | 27 | 9 | 0 | 0 | 30 | 33 | 21 | 6 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 59 | 0 | 0 | 0 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 0 | 43 | 0 | 0 | 0 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| TOTAL LUXOR | | | | | 90 | 0 | 0 | 34 | 19 | 22 | 24 | 0 | 0 | 38 | 65 | 53 | 53 | |
| LYON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR FRANCE | S | A | 69 | 0 | 4 | 42 | 35 | 12 | 10 | 1 | 0 | 27 | 79 | 16 | 57 | |
| | HEATHROW | AIR FRANCE | S | D | 69 | 0 | 4 | 58 | 14 | 17 | 7 | 1 | 1 | 31 | 88 | 9 | 57 | |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | A | 27 | 0 | 3 | 63 | 15 | 7 | 15 | 0 | 0 | 24 | 71 | 11 | 28 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| LYON | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | D | 27 | 0 | 3 | 56 | 19 | 7 | 15 | 4 | 0 | 28 | 93 | 5 | 30 |
| | MANCHESTER | AIR LITTORAL | S | A | 33 | 0 | 2 | 82 | 0 | 6 | 12 | 0 | 0 | 7 | 86 | 3 | 37 |
| | MANCHESTER | AIR LITTORAL | S | D | 33 | 0 | 2 | 73 | 6 | 15 | 3 | 3 | 0 | 18 | 84 | 5 | 37 |
| | GATWICK | BRITANNIA AB | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 135 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AB | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 102 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 62 | 100 | 3 | 1 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 29 | 100 | 1 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 14 | 1 | 6 | 21 | 0 | 43 | 14 | 14 | 7 | 107 | 29 | 43 | 7 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 14 | 0 | 0 | 21 | 14 | 50 | 7 | 7 | 0 | 44 | 30 | 47 | 10 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 49 | 33 | 73 | 3 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 19 | 40 | 45 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 76 | 0 | 0 | 57 | 13 | 13 | 14 | 3 | 0 | 30 | 72 | 14 | 78 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 75 | 0 | 0 | 68 | 9 | 9 | 12 | 1 | 0 | 23 | 91 | 9 | 77 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 193 | 50 | 22 | 2 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 126 | 50 | 14 | 2 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 269 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 273 | 0 | 0 | 0 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 28 | 0 | 1 | 75 | 7 | 0 | 7 | 11 | 0 | 32 | 100 | -9 | 25 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 28 | 0 | 1 | 82 | 0 | 0 | 14 | 4 | 0 | 29 | 88 | 5 | 25 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 3 | 67 | 9 | 3 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 77 | 0 | 26 | 3 |
| | STANSTED | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| | STANSTED | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 8 | 0 | 2 | 0 | 25 | 25 | 50 | 0 | 0 | 61 | 11 | 97 | 9 |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 30 | 20 | 50 | 0 | 0 | 0 | 30 | 43 | 56 | 14 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 49 | 0 | 25 | 2 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 14 | 100 | 0 | 3 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LYON | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 1 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 254 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 0 | 140 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 231 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 210 | 0 | 0 | 0 |
| TOTAL LYON | | | | | 574 | 4 | 48 | 54 | 14 | 15 | 12 | 4 | 1 | 36 | 75 | 16 | 16 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| MAASTRICHT | | | | | | | | | | | | | | | | | |
| | GATWICK | B A S E BUSINESS AIRLINES | S | A | 39 | 0 | 1 | 33 | 49 | 8 | 8 | 3 | 0 | 30 | 83 | 12 | 41 |
| | GATWICK | B A S E BUSINESS AIRLINES | S | D | 38 | 0 | 2 | 58 | 16 | 13 | 11 | 3 | 0 | 34 | 80 | 13 | 41 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 125 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 89 | 0 | 0 | 0 |
| | STANSTED | KLM EXEL | S | A | 61 | 0 | 7 | 67 | 21 | 8 | 3 | 0 | 0 | 14 | 83 | 15 | 69 |
| | STANSTED | KLM EXEL | S | D | 60 | 0 | 8 | 87 | 8 | 3 | 2 | 0 | 0 | 6 | 81 | 13 | 69 |
| TOTAL MAASTRICHT | | | | | 202 | 1 | 18 | 63 | 21 | 8 | 6 | 1 | 0 | 20 | 77 | 15 | 15 |
| MADRAS/CHENNAI | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 9 | 0 | 0 | 22 | 33 | 22 | 0 | 11 | 11 | 101 | 0 | 0 | 0 |
| | HEATHROW | AIR INDIA | S | D | 9 | 0 | 0 | 67 | 11 | 0 | 11 | 11 | 0 | 54 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -18 | 93 | -8 | 14 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 46 | 23 | 23 | 8 | 0 | 0 | 26 | 36 | 19 | 14 |
| TOTAL MADRAS/CHENNAI | | | | | 44 | 0 | 0 | 61 | 16 | 11 | 5 | 5 | 2 | 34 | 64 | 6 | 6 |
| MADRID | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR EUROPA | S | A | 25 | 0 | 1 | 32 | 32 | 24 | 12 | 0 | 0 | 33 | 0 | 0 | 0 |
| | GATWICK | AIR EUROPA | S | D | 26 | 0 | 0 | 42 | 23 | 19 | 8 | 4 | 4 | 43 | 0 | 0 | 0 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 164 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 92 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 47 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 80 | 0 | 2 | 58 | 18 | 18 | 5 | 3 | 0 | 22 | 74 | 8 | 82 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 80 | 0 | 1 | 61 | 15 | 10 | 10 | 4 | 0 | 28 | 83 | 11 | 81 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 85 | 0 | 3 | 48 | 16 | 20 | 15 | 0 | 0 | 25 | 65 | 15 | 88 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 85 | 0 | 3 | 40 | 28 | 14 | 18 | 0 | 0 | 31 | 67 | 19 | 88 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 84 | 4 | 4 | 4 | 4 | 0 | 12 | 76 | 6 | 25 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 6 | 92 | 5 | 25 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 66 | 100 | 8 | 1 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 41 | 100 | 1 | 1 |
| | GATWICK | IBERIA | S | A | 42 | 0 | 8 | 31 | 38 | 19 | 12 | 0 | 0 | 31 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 | IBERIA | S | D | 42 | 0 | 8 | 62 | 14 | 7 | 14 | 2 | 0 | 28 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 141 | 0 | 3 | 64 | 19 | 11 | 4 | 2 | 0 | 20 | 84 | 5 | 141 |
| | HEATHROW | IBERIA | S | D | 142 | 0 | 3 | 70 | 13 | 8 | 6 | 2 | 0 | 20 | 93 | 2 | 142 |
| | MANCHESTER | IBERIA | S | A | 30 | 0 | 0 | 77 | 10 | 7 | 7 | 0 | 0 | 9 | 97 | -6 | 30 |
| | MANCHESTER | IBERIA | S | D | 30 | 0 | 0 | 67 | 20 | 7 | 7 | 0 | 0 | 16 | 97 | -1 | 30 |
| | STANSTED | KLM UK LTD | S | A | 30 | 0 | 1 | 73 | 10 | 10 | 3 | 3 | 0 | 14 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 31 | 0 | 0 | 55 | 26 | 16 | 3 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 106 | 20 | 34 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 1 | 0 | 0 | 33 | 0 | 67 | 0 | 203 | 50 | 15 | 4 |
| | GATWICK | SPANAIR | C | A | 9 | 0 | 0 | 11 | 22 | 56 | 11 | 0 | 0 | 36 | 67 | 24 | 9 |
| | GATWICK | SPANAIR | C | D | 9 | 0 | 0 | 22 | 0 | 67 | 11 | 0 | 0 | 35 | 67 | 30 | 9 |
| TOTAL MADRID | | | | | 958 | 3 | 38 | 57 | 18 | 14 | 9 | 2 | 0 | 25 | 78 | 11 | 11 |
| MAHON | LUTON | MONARCH AIRLINES | S | A | 4 | 0 | 1 | 25 | 0 | 75 | 0 | 0 | 0 | 30 | 100 | -1 | 5 |
| | LUTON | MONARCH AIRLINES | S | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 15 | 80 | 2 | 5 |
| TOTAL MAHON | | | | | 9 | 1 | 1 | 56 | 0 | 44 | 0 | 0 | 0 | 22 | 90 | 1 | 1 |
| MALAGA | GATWICK | AIR EUROPA | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | GLASGOW | AIR EUROPA | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 13 | 4 |
| | GLASGOW | AIR EUROPA | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 68 | 50 | 23 | 4 |
| | GATWICK | AIR FOYLE PASSENGER AIRLINES | C | A | 4 | 1 | 2 | 0 | 25 | 50 | 25 | 0 | 0 | 48 | 0 | 33 | 2 |
| | GATWICK | AIR FOYLE PASSENGER AIRLINES | C | D | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 27 | 0 | 99 | 3 |
| | GATWICK | AIR OPERATIONS EUROPE | C | A | 7 | 0 | 1 | 29 | 0 | 29 | 43 | 0 | 0 | 53 | 0 | 0 | 0 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 8 | 2 | 2 | 50 | 0 | 25 | 25 | 0 | 0 | 28 | 0 | 501 | 2 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | A | 2 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | D | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | A | 6 | 0 | 0 | 50 | 0 | 33 | 17 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 6 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 9 | 2 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 20 | 88 | 9 | 8 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 11 | 75 | 10 | 8 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 11 | 0 | 0 | 18 | 18 | 36 | 27 | 0 | 0 | 41 | 36 | 52 | 11 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 11 | 0 | 0 | 45 | 36 | 9 | 9 | 0 | 0 | 19 | 64 | 37 | 11 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 67 | 11 | 11 | 0 | 11 | 0 | 33 | 100 | -7 | 3 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 0 | 11 | 0 | 28 | 33 | 16 | 3 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 9 | 1 | 0 | 56 | 11 | 22 | 0 | 0 | 11 | 66 | 63 | 14 | 8 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 8 | 1 | 1 | 63 | 25 | 13 | 0 | 0 | 0 | 16 | 88 | 3 | 8 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 18 | 0 | 1 | 56 | 6 | 22 | 17 | 0 | 0 | 23 | 47 | 26 | 17 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 19 | 0 | 0 | 63 | 5 | 21 | 11 | 0 | 0 | 19 | 50 | 16 | 16 | |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 57 | 80 | 12 | 5 | |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 100 | 4 | 5 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 60 | 0 | 0 | 45 | 17 | 18 | 15 | 5 | 0 | 42 | 75 | 9 | 60 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 60 | 0 | 0 | 48 | 8 | 27 | 12 | 5 | 0 | 41 | 75 | 10 | 60 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -11 | 100 | -11 | 8 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 75 | 10 | 8 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 33 | 33 | 22 | 3 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 75 | 11 | 4 | |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 69 | 40 | 48 | 5 | |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 62 | 0 | 61 | 5 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 1 | 1 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 11 | 0 | 1 | 9 | 45 | 27 | 18 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 12 | 0 | 0 | 42 | 25 | 8 | 17 | 8 | 0 | 49 | 0 | 0 | 0 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -21 | 0 | 0 | 0 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 20 | 82 | 0 | 0 | 0 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 10 | 0 | 0 | 30 | 20 | 10 | 30 | 0 | 10 | 87 | 63 | 31 | 8 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 10 | 0 | 0 | 70 | 0 | 20 | 10 | 0 | 0 | 27 | 63 | 28 | 8 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 15 | 0 | 0 | 53 | 20 | 7 | 20 | 0 | 0 | 30 | 56 | 13 | 9 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|----------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MALAGA | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 15 | 0 | 0 | 73 | 7 | 0 | 20 | 0 | 0 | 26 | 100 | -2 | 9 |
| | HEATHROW | IBERIA | S | A | 29 | 0 | 1 | 62 | 24 | 10 | 0 | 3 | 0 | 19 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | D | 29 | 0 | 1 | 76 | 14 | 0 | 7 | 3 | 0 | 16 | 0 | 0 | 0 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 142 | 50 | 22 | 4 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 120 | 100 | 2 | 4 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 9 | 0 | 0 | 22 | 33 | 11 | 11 | 22 | 0 | 76 | 57 | 17 | 14 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 8 | 1 | 1 | 50 | 0 | 25 | 13 | 13 | 0 | 60 | 71 | 13 | 14 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 24 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 18 | 0 | 0 | 11 | 44 | 17 | 28 | 0 | 0 | 45 | 35 | 32 | 20 |
| | GATWICK | MONARCH AIRLINES | C | D | 18 | 0 | 0 | 50 | 22 | 6 | 22 | 0 | 0 | 29 | 75 | 19 | 20 |
| | LUTON | MONARCH AIRLINES | S | A | 14 | 0 | 0 | 64 | 7 | 29 | 0 | 0 | 0 | 13 | 85 | 2 | 13 |
| | LUTON | MONARCH AIRLINES | C | A | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -23 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | S | D | 14 | 0 | 0 | 64 | 14 | 21 | 0 | 0 | 0 | 15 | 62 | 10 | 13 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 18 | 0 | 1 | 61 | 22 | 6 | 11 | 0 | 0 | 21 | 55 | 34 | 11 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 19 | 0 | 0 | 84 | 5 | 5 | 5 | 0 | 0 | 7 | 82 | 18 | 11 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 86 | 0 | 0 | 0 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 79 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 0 | 29 | 29 | 29 | 14 | 0 | 0 | 36 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 11 | 0 | 0 | 27 | 45 | 9 | 9 | 9 | 0 | 43 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 11 | 1 | 0 | 64 | 9 | 27 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MANCHESTER | VIVA | C | A | 2 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | MANCHESTER | VIVA | C | D | 3 | 0 | 1 | 33 | 67 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | STANSTED | VIVA | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 67 | 0 | 0 | 0 |
| | STANSTED | VIVA | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| TOTAL MALAGA | | | | | 655 | 17 | 21 | 54 | 15 | 16 | 12 | 3 | 0 | 31 | 67 | 19 | 19 |
| MALE INTERNATIONAL | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 148 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 20 | 20 | 20 | 0 | 40 | 0 | 104 | 0 | 0 | 0 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|---------------------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MALE INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -18 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 100 | 10 | 1 | |
| TOTAL MALE INTERNATIONAL | | | | | 14 | 0 | 0 | 36 | 21 | 14 | 0 | 29 | 0 | 79 | 89 | 8 | 8 | |
| MALTA | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR MALTA | S | A | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | BIRMINGHAM | AIR MALTA | S | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 39 | 0 | 0 | 0 | |
| | GATWICK | AIR MALTA | C | A | 13 | 0 | 1 | 54 | 15 | 8 | 23 | 0 | 0 | 36 | 92 | 4 | 12 | |
| | GATWICK | AIR MALTA | S | A | 30 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | 9 | 83 | 2 | 30 | |
| | GATWICK | AIR MALTA | C | D | 11 | 0 | 1 | 64 | 0 | 9 | 18 | 9 | 0 | 43 | 67 | 8 | 12 | |
| | GATWICK | AIR MALTA | S | D | 30 | 0 | 0 | 47 | 23 | 30 | 0 | 0 | 0 | 19 | 83 | 8 | 30 | |
| | GLASGOW | AIR MALTA | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 75 | 7 | 8 | |
| | GLASGOW | AIR MALTA | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 26 | 75 | 14 | 8 | |
| | HEATHROW | AIR MALTA | S | A | 56 | 0 | 1 | 48 | 25 | 27 | 0 | 0 | 0 | 20 | 48 | 23 | 63 | |
| | HEATHROW | AIR MALTA | S | D | 56 | 0 | 1 | 39 | 20 | 21 | 18 | 2 | 0 | 36 | 51 | 25 | 63 | |
| | MANCHESTER | AIR MALTA | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -5 | 70 | 11 | 10 | |
| | MANCHESTER | AIR MALTA | C | A | 11 | 0 | 0 | 55 | 27 | 9 | 9 | 0 | 0 | 5 | 85 | 20 | 13 | |
| | MANCHESTER | AIR MALTA | S | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 40 | 26 | 10 | |
| | MANCHESTER | AIR MALTA | C | D | 11 | 0 | 0 | 64 | 0 | 27 | 9 | 0 | 0 | 20 | 77 | 33 | 13 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 28 | 40 | 19 | 5 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 5 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 23 | 56 | 13 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 89 | 8 | 9 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 71 | 0 | 32 | 4 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 79 | 75 | 16 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 15 | 78 | 10 | 9 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 100 | -1 | 9 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 243 | 0 | 0 | 0 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 249 | 0 | 0 | 0 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 25 | 75 | 7 | 4 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | -3 | 4 | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 36 | 100 | -2 | 4 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 26 | 100 | -5 | 4 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 26 | 0 | 49 | 4 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 20 | 50 | 21 | 4 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 33 | 17 | 0 | 17 | 33 | 0 | 89 | 0 | 0 | 0 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 33 | 17 | 0 | 17 | 33 | 0 | 81 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 33 | 17 | 0 | 33 | 17 | 0 | 81 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 17 | 17 | 0 | 50 | 17 | 0 | 93 | 0 | 0 | 0 | |
| TOTAL MALTA | | | | | 374 | 0 | 4 | 54 | 17 | 16 | 10 | 3 | 0 | 30 | 66 | 16 | 16 | |
| MANCHESTER | | | | | | | | | | | | | | | | | | |
| | GLASGOW | AIR CANADA | S | A | 23 | 0 | 0 | 13 | 17 | 30 | 39 | 0 | 0 | 58 | 83 | 16 | 12 | |
| | GLASGOW | AIR CANADA | S | D | 23 | 0 | 0 | 17 | 9 | 22 | 48 | 4 | 0 | 71 | 83 | 2 | 12 | |
| | GLASGOW | BMI REGIONAL | S | A | 55 | 0 | 0 | 55 | 25 | 15 | 4 | 2 | 0 | 20 | 69 | 13 | 58 | |
| | GLASGOW | BMI REGIONAL | S | D | 58 | 0 | 2 | 79 | 14 | 3 | 3 | 0 | 0 | 9 | 95 | 3 | 59 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 11 | 0 | 0 | 36 | 27 | 0 | 36 | 0 | 0 | 50 | 50 | 16 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 40 | 0 | 40 | 10 | 10 | 0 | 51 | 75 | -2 | 4 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 51 | 0 | 0 | 0 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 20 | 0 | 65 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 140 | 1 | 4 | 67 | 16 | 11 | 6 | 1 | 0 | 18 | 83 | 4 | 132 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 140 | 0 | 4 | 81 | 6 | 6 | 6 | 0 | 0 | 13 | 86 | 7 | 130 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 84 | 0 | 10 | 81 | 6 | 7 | 4 | 2 | 0 | 15 | 85 | 9 | 74 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 83 | 1 | 9 | 86 | 6 | 7 | 1 | 0 | 0 | 6 | 85 | 5 | 74 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 261 | 4 | 0 | 62 | 22 | 11 | 4 | 1 | 0 | 17 | 76 | 12 | 259 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 261 | 9 | 0 | 70 | 18 | 9 | 3 | 0 | 0 | 13 | 82 | 8 | 258 | |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | A | 49 | 0 | 0 | 86 | 8 | 4 | 2 | 0 | 0 | 7 | 91 | 1 | 44 | |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | D | 49 | 0 | 2 | 78 | 12 | 4 | 6 | 0 | 0 | 15 | 91 | 2 | 45 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|-------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | FIRST CHOICE AIRWAYS LTD | S | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 11 | 0 | 0 | 55 | 0 | 18 | 27 | 0 | 0 | 33 | 0 | 44 | 3 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | D | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 7 | 1 | 0 | 14 | 14 | 57 | 14 | 0 | 0 | 42 | 50 | 4 | 2 |
| | BIRMINGHAM | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | BIRMINGHAM | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 28 | 5 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 3 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 111 | 25 | 28 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 19 | 100 | 5 | 2 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 2 | 100 | -18 | 1 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 56 | 57 | 21 | 7 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 16 | 29 | 61 | 7 |
| TOTAL MANCHESTER | | | | | 1310 | 23 | 46 | 68 | 15 | 10 | 6 | 1 | 0 | 18 | 80 | 10 | 10 |
| MANILA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 50 | 6 | 33 | 11 | 0 | 0 | 25 | 93 | -4 | 14 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 39 | 22 | 28 | 11 | 0 | 0 | 27 | 62 | 16 | 13 |
| | GATWICK | PHILIPPINE AIRLINES | S | A | 11 | 0 | 7 | 0 | 27 | 18 | 27 | 18 | 9 | 123 | 21 | 175 | 14 |
| | GATWICK | PHILIPPINE AIRLINES | S | D | 11 | 0 | 7 | 27 | 9 | 27 | 18 | 18 | 0 | 92 | 43 | 173 | 14 |
| TOTAL MANILA | | | | | 58 | 0 | 14 | 33 | 16 | 28 | 16 | 7 | 2 | 57 | 55 | 91 | 91 |
| MARRAKESH | | | | | | | | | | | | | | | | | |
| | HEATHROW | GB AIRWAYS LTD | S | A | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 41 | 89 | 21 | 9 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 9 | 1 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 12 | 75 | 8 | 8 |
| TOTAL MARRAKESH | | | | | 20 | 1 | 0 | 60 | 15 | 10 | 15 | 0 | 0 | 29 | 82 | 15 | 15 |
| MARSEILLE | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR FRANCE | S | A | 13 | 0 | 0 | 54 | 23 | 15 | 8 | 0 | 0 | 29 | 0 | 0 | 0 |
| | GATWICK | AIR FRANCE | S | D | 13 | 0 | 0 | 69 | 8 | 8 | 15 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | A | 59 | 0 | 2 | 76 | 12 | 7 | 5 | 0 | 0 | 10 | 85 | 7 | 59 |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | D | 59 | 0 | 2 | 66 | 24 | 2 | 8 | 0 | 0 | 17 | 85 | 13 | 59 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|--------------------------|-------------------|-----------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MARSEILLE | | | | | | | | | | | | | | | | | |
| TOTAL MARSEILLE | | | | | 144 | 0 | 4 | 69 | 17 | 6 | 8 | 0 | 0 | 16 | 86 | 7 | 7 |
| MAURITIUS | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR MAURITIUS LTD | S | A | 10 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 23 | 0 | 148 | 9 |
| | HEATHROW | AIR MAURITIUS LTD | S | D | 10 | 0 | 0 | 20 | 50 | 20 | 10 | 0 | 0 | 33 | 33 | 105 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 11 | 0 | 23 | 78 | 92 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 30 | 78 | 11 | 9 |
| TOTAL MAURITIUS | | | | | 38 | 0 | 0 | 53 | 21 | 16 | 8 | 3 | 0 | 27 | 47 | 89 | 89 |
| MELBOURNE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 66 | 0 | 46 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 44 | 0 | 18 | 2 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 78 | 2 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 16 | 0 | 0 | 56 | 31 | 0 | 13 | 0 | 0 | 12 | 54 | 29 | 24 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 18 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 73 | 21 | 22 |
| | HEATHROW | QANTAS | S | A | 31 | 0 | 0 | 39 | 32 | 19 | 10 | 0 | 0 | 26 | 71 | 36 | 31 |
| | HEATHROW | QANTAS | S | D | 31 | 0 | 0 | 29 | 55 | 10 | 6 | 0 | 0 | 23 | 68 | 18 | 31 |
| TOTAL MELBOURNE | | | | | 106 | 0 | 0 | 42 | 38 | 10 | 10 | 0 | 0 | 23 | 63 | 27 | 27 |
| MEXICO CITY | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 64 | 29 | 0 | 7 | 0 | 0 | 6 | 69 | -1 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 19 | 57 | 18 | 14 |
| TOTAL MEXICO CITY | | | | | 27 | 0 | 0 | 67 | 22 | 4 | 7 | 0 | 0 | 12 | 63 | 9 | 9 |
| MIAMI INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 31 | 0 | 0 | 29 | 23 | 29 | 19 | 0 | 0 | 38 | 61 | 13 | 31 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 31 | 0 | 0 | 39 | 32 | 23 | 6 | 0 | 0 | 27 | 74 | 14 | 31 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 57 | 13 | 10 | 13 | 7 | 0 | 38 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 27 | 27 | 23 | 17 | 7 | 0 | 51 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 58 | 19 | 19 | 3 | 0 | 0 | 9 | 62 | 51 | 42 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 52 | 29 | 10 | 10 | 0 | 0 | 21 | 56 | 21 | 43 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 22 | 0 | 1 | 45 | 14 | 23 | 9 | 9 | 0 | 42 | 30 | 50 | 20 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 22 | 0 | 1 | 68 | 18 | 9 | 5 | 0 | 0 | 18 | 62 | 18 | 21 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 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) | | | | | | | | | | | |
| MIAMI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| TOTAL MIAMI INTERNATIONAL | | | | | 228 | 0 | 2 | 46 | 22 | 18 | 11 | 3 | 0 | 30 | 59 | 28 | 28 | |
| MILAN (LINATE) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALITALIA | S | A | 170 | 1 | 7 | 51 | 21 | 18 | 9 | 2 | 0 | 27 | 57 | 23 | 169 | |
| | HEATHROW | ALITALIA | S | D | 171 | 1 | 4 | 53 | 16 | 15 | 12 | 4 | 0 | 29 | 76 | 17 | 169 | |
| | GATWICK | BRITANNIA AB | C | A | 7 | 0 | 1 | 14 | 14 | 43 | 29 | 0 | 0 | 58 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AB | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 28 | 0 | 2 | 61 | 14 | 14 | 7 | 4 | 0 | 25 | 77 | 32 | 22 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 28 | 0 | 2 | 75 | 18 | 4 | 0 | 4 | 0 | 16 | 87 | 22 | 23 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 108 | 0 | 2 | 42 | 22 | 15 | 16 | 6 | 0 | 41 | 60 | 30 | 110 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 108 | 0 | 2 | 56 | 19 | 18 | 6 | 3 | 0 | 25 | 75 | 12 | 110 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 46 | 0 | 0 | 78 | 11 | 4 | 7 | 0 | 0 | 10 | 76 | 26 | 46 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 46 | 0 | 0 | 76 | 9 | 7 | 9 | 0 | 0 | 14 | 78 | 11 | 46 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 41 | 0 | 1 | 54 | 15 | 15 | 17 | 0 | 0 | 24 | 58 | 31 | 33 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 42 | 0 | 0 | 67 | 14 | 7 | 12 | 0 | 0 | 17 | 82 | 8 | 33 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 56 | 0 | 0 | 0 | |
| | STANSTED | KLM UK LTD | S | A | 49 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 21 | 75 | 8 | 28 | |
| | STANSTED | KLM UK LTD | S | D | 49 | 0 | 0 | 65 | 20 | 6 | 8 | 0 | 0 | 18 | 50 | 32 | 30 | |
| TOTAL MILAN (LINATE) | | | | | 902 | 2 | 21 | 56 | 17 | 14 | 10 | 2 | 0 | 26 | 69 | 20 | 20 | |
| MILAN (MALPENSA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR FOYLE PASSENGER AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 114 | 40 | 57 | 5 | |
| | GATWICK | AIR FOYLE PASSENGER AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 85 | 40 | 62 | 5 | |
| | GATWICK | BRITANNIA AB | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -33 | 0 | 0 | 0 | |
| | GATWICK | BRITISH WORLD AIRLINES LTD | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 68 | 3 | |
| | GATWICK | BRITISH WORLD AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 23 | 3 | |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 2 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 122 | 0 | 86 | 2 | |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 0 | 122 | 0 | 54 | 2 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 75 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MILAN (MALPENSA) | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 102 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 13 | 0 | 75 | 4 |
| | GATWICK | GB AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 28 | 50 | 75 | 4 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 6 | 1 | 0 | 0 | 0 | 83 | 0 | 17 | 0 | 64 | 38 | 29 | 8 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 6 | 0 | 0 | 50 | 0 | 33 | 17 | 0 | 0 | 38 | 63 | 14 | 8 |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 63 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | | | 46 | 3 | 1 | 39 | 4 | 28 | 20 | 9 | 0 | 55 | 38 | 49 | 49 |
| MINNEAPOLIS-ST PAUL | GATWICK | NORTHWEST AIRLINES | S | A | 29 | 0 | 2 | 24 | 17 | 31 | 28 | 0 | 0 | 44 | 62 | 9 | 29 |
| | GATWICK | NORTHWEST AIRLINES | S | D | 30 | 0 | 1 | 70 | 13 | 7 | 7 | 0 | 3 | 28 | 74 | 19 | 31 |
| TOTAL MINNEAPOLIS-ST PAUL | | | | | 59 | 0 | 3 | 47 | 15 | 19 | 17 | 0 | 2 | 36 | 68 | 14 | 14 |
| MINSK | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | A | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | D | 7 | 1 | 2 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL MINSK | | | | | 15 | 1 | 3 | 87 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| MOMBASA | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 100 | -22 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 31 | 100 | 11 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 69 | 75 | -6 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 5 | 75 | 4 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 9 | 0 | 0 | 0 | 22 | 33 | 22 | 11 | 11 | 180 | 0 | 68 | 13 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 9 | 0 | 0 | 33 | 33 | 0 | 11 | 11 | 11 | 163 | 83 | 9 | 12 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 0 | 25 | 164 | 0 | 60 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 20 | 0 | 20 | 20 | 0 | 63 | 50 | 50 | 4 |
| TOTAL MOMBASA | | | | | 45 | 0 | 0 | 38 | 16 | 18 | 13 | 9 | 7 | 102 | 56 | 26 | 26 |
| MONASTIR | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 64 | 50 | 16 | 4 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| MONASTIR | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | -2 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 22 | 11 | 22 | 33 | 11 | 0 | 59 | 22 | 39 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 33 | 33 | 11 | 11 | 11 | 0 | 42 | 67 | 18 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 44 | 0 | 37 | 4 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 30 | 50 | 20 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 2 | 40 | 40 | 20 | 0 | 0 | 0 | 19 | 75 | 15 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 80 | 13 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 8 | 1 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 20 | 44 | 17 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 25 | 100 | 5 | 9 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 51 | 0 | 58 | 3 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 20 | 20 | 0 | 74 | 33 | 48 | 3 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 3 | 0 | 2 | 67 | 33 | 0 | 0 | 0 | 0 | 7 | 100 | 3 | 3 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 27 | 100 | -5 | 3 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 17 | 33 | 17 | 33 | 0 | 0 | 49 | 33 | 19 | 3 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 36 | 33 | 13 | 3 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 1 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 1 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 22 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -23 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | NOUVELAIR TUNISIE | C | A | 3 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 41 | 0 | 30 | 1 |
| | GATWICK | NOUVELAIR TUNISIE | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 51 | 50 | 30 | 2 |
| TOTAL MONASTIR | | | | | 123 | 3 | 5 | 45 | 18 | 16 | 19 | 2 | 0 | 33 | 58 | 22 | 22 |
| MONTEGO BAY | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 46 | 31 | 0 | 15 | 0 | 8 | 136 | 50 | 39 | 14 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 40 | 0 | 40 | 4 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 26 | 25 | 27 | 4 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 25 | 0 | 48 | 4 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 16 | 100 | 4 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 150 | 0 | 80 | 3 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 51 | 75 | 48 | 4 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|------------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MONTEGO BAY | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 52 | 0 | 57 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 43 | 100 | -1 | 3 | |
| TOTAL MONTEGO BAY | | | | | 44 | 0 | 0 | 30 | 34 | 11 | 23 | 0 | 2 | 77 | 43 | 37 | 37 | |
| MONTPELLIER | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 29 | 0 | 2 | 62 | 14 | 7 | 10 | 7 | 0 | 34 | 87 | 5 | 30 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 29 | 0 | 1 | 69 | 10 | 14 | 7 | 0 | 0 | 18 | 80 | 11 | 30 | |
| TOTAL MONTPELLIER | | | | | 58 | 0 | 3 | 66 | 12 | 10 | 9 | 3 | 0 | 26 | 83 | 8 | 8 | |
| MOSCOW (SHEREMETYEVO) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROFLOT | S | A | 45 | 0 | 1 | 24 | 18 | 27 | 27 | 2 | 2 | 66 | 20 | 57 | 44 | |
| | HEATHROW | AEROFLOT | S | D | 42 | 0 | 3 | 26 | 21 | 21 | 24 | 7 | 0 | 56 | 29 | 64 | 42 | |
| | MANCHESTER | AEROFLOT | S | A | 4 | 0 | 1 | 50 | 0 | 0 | 50 | 0 | 0 | 49 | 67 | 14 | 9 | |
| | MANCHESTER | AEROFLOT | S | D | 4 | 0 | 1 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 78 | 8 | 9 | |
| | GATWICK | AJT AIR INTERNATIONAL | C | A | 5 | 0 | 13 | 0 | 0 | 40 | 60 | 0 | 0 | 77 | 0 | 0 | 0 | |
| | GATWICK | AJT AIR INTERNATIONAL | C | D | 5 | 0 | 13 | 0 | 0 | 0 | 100 | 0 | 0 | 98 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 25 | 0 | 0 | 48 | 28 | 12 | 12 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 25 | 0 | 0 | 76 | 16 | 4 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 33 | 23 | 30 | 13 | 0 | 0 | 36 | 36 | 38 | 36 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 83 | 10 | 7 | 0 | 0 | 0 | 6 | 72 | 24 | 36 | |
| TOTAL MOSCOW (SHEREMETYEVO) | | | | | 215 | 1 | 32 | 43 | 18 | 19 | 19 | 2 | 0 | 40 | 41 | 43 | 43 | |
| MOSCOW (VNUKOVO) | | | | | | | | | | | | | | | | | | |
| MULHOUSE HABSHEIM | | | | | | | | | | | | | | | | | | |
| MUMBAI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 51 | 5 | 0 | 18 | 12 | 41 | 25 | 4 | 0 | 58 | 18 | 54 | 51 | |
| | HEATHROW | AIR INDIA | S | D | 50 | 4 | 1 | 8 | 6 | 26 | 54 | 4 | 2 | 91 | 35 | 29 | 51 | |
| | MANCHESTER | AIR INDIA | S | A | 9 | 1 | 0 | 44 | 22 | 0 | 33 | 0 | 0 | 38 | 0 | 0 | 0 | |
| | MANCHESTER | AIR INDIA | S | D | 9 | 1 | 0 | 44 | 0 | 44 | 11 | 0 | 0 | 30 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|--------------------------------|-------------------|---------------------|----------------|----------|-------------------|-----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| MUMBAI | HEATHROW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 1 | 90 | 0 | 0 | 10 | 0 | 0 | -2 | 100 | -15 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 68 | 23 | 0 | 9 | 0 | 0 | 14 | 69 | 29 | 16 |
| TOTAL MUMBAI | | | | | 162 | 11 | 2 | 34 | 10 | 23 | 30 | 2 | 1 | 52 | 39 | 34 | 34 |
| MUNICH | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 87 | 7 | 3 | 3 | 0 | 0 | -3 | 100 | -6 | 30 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 80 | 10 | 7 | 3 | 0 | 0 | 13 | 90 | 5 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 131 | 0 | 3 | 63 | 18 | 14 | 5 | 1 | 0 | 17 | 77 | 13 | 136 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 131 | 0 | 3 | 63 | 21 | 11 | 5 | 1 | 0 | 19 | 80 | 11 | 136 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 59 | 14 | 24 | 3 | 0 | 0 | 19 | 83 | 9 | 29 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 69 | 17 | 14 | 0 | 0 | 0 | 11 | 83 | 8 | 29 |
| | GATWICK | DEUTSCHE BA | S | A | 62 | 0 | 1 | 61 | 27 | 8 | 3 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | DEUTSCHE BA | S | D | 63 | 0 | 0 | 70 | 11 | 10 | 10 | 0 | 0 | 18 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 48 | 0 | 1 | 60 | 15 | 15 | 10 | 0 | 0 | 18 | 71 | 12 | 49 |
| | STANSTED | KLM UK LTD | S | D | 49 | 0 | 0 | 71 | 10 | 8 | 10 | 0 | 0 | 17 | 86 | 5 | 50 |
| | HEATHROW | LUFTHANSA | S | A | 128 | 0 | 1 | 65 | 21 | 6 | 8 | 0 | 0 | 14 | 70 | 15 | 148 |
| | HEATHROW | LUFTHANSA | S | D | 123 | 0 | 1 | 76 | 12 | 9 | 3 | 0 | 0 | 9 | 86 | 3 | 125 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 50 | 1 | 5 | 58 | 20 | 6 | 16 | 0 | 0 | 25 | 0 | 0 | 0 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 51 | 0 | 4 | 94 | 4 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 44 | 0 | 3 | 59 | 11 | 5 | 23 | 2 | 0 | 28 | 54 | 16 | 26 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 44 | 0 | 3 | 68 | 27 | 0 | 5 | 0 | 0 | 13 | 88 | 6 | 26 |
| TOTAL MUNICH | | | | | 1044 | 1 | 25 | 68 | 16 | 9 | 7 | 0 | 0 | 15 | 79 | 9 | 9 |
| MUNSTER-OSNABRUCK | | | | | | | | | | | | | | | | | |
| TOTAL MUNSTER-OSNABRUCK | | | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| MURCIA SAN JAVIER | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL MURCIA SAN JAVIER | | | | | 20 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 10 | 67 | 30 | 30 |
| MUSCAT | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 63 | 17 | 7 | 13 | 0 | 0 | 19 | 87 | -5 | 30 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | | |
|----------------------|-------------------|---------------------|----------------|----------|-------------------|----------|----------------------------|-----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MUSCAT | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 63 | 33 | 3 | 0 | 0 | 0 | 14 | 90 | 6 | 30 | |
| | HEATHROW | GULF AIR | S | A | 41 | 0 | 0 | 59 | 7 | 17 | 17 | 0 | 0 | 25 | 36 | 33 | 47 | |
| | HEATHROW | GULF AIR | S | D | 42 | 0 | 0 | 60 | 21 | 12 | 2 | 5 | 0 | 25 | 62 | 21 | 45 | |
| TOTAL MUSCAT | | | | | 144 | 0 | 0 | 60 | 19 | 11 | 8 | 1 | 0 | 21 | 64 | 17 | 17 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|---------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | |
| NAGOYA (AFB) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 15 | 80 | -6 | 10 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 24 | 100 | -1 | 9 | |
| TOTAL NAGOYA (AFB) | | | | | 18 | 0 | 0 | 61 | 17 | 6 | 17 | 0 | 0 | 19 | 89 | -4 | -4 | |
| NAIROBI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 10 | 0 | 0 | 40 | 30 | 20 | 10 | 0 | 0 | 26 | 56 | 20 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 10 | 0 | 0 | 30 | 30 | 40 | 0 | 0 | 0 | 25 | 50 | 23 | 10 | |
| | HEATHROW | KENYA AIRWAYS | S | A | 36 | 0 | 0 | 39 | 28 | 17 | 11 | 3 | 3 | 64 | 36 | 31 | 25 | |
| | HEATHROW | KENYA AIRWAYS | S | D | 36 | 0 | 0 | 47 | 11 | 14 | 25 | 0 | 3 | 57 | 64 | 39 | 22 | |
| | GATWICK | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 33 | 11 | 22 | 11 | 11 | 11 | 97 | 0 | 0 | 0 | |
| TOTAL NAIROBI | | | | | 110 | 0 | 0 | 42 | 21 | 19 | 14 | 2 | 3 | 53 | 49 | 31 | 31 | |
| NANTES | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 70 | 0 | 5 | 54 | 31 | 6 | 6 | 3 | 0 | 23 | 88 | 7 | 72 | |
| | GATWICK | BRIT AIR | S | D | 69 | 0 | 1 | 72 | 13 | 6 | 7 | 1 | 0 | 19 | 88 | 7 | 73 | |
| TOTAL NANTES | | | | | 139 | 0 | 6 | 63 | 22 | 6 | 6 | 2 | 0 | 21 | 84 | 10 | 10 | |
| NAPLES | | | | | | | | | | | | | | | | | | |
| | LUTON | AIR FOYLE PASSENGER AIRLINES | C | A | 2 | 0 | 3 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 0 | 754 | 1 | |
| | LUTON | AIR FOYLE PASSENGER AIRLINES | C | D | 2 | 0 | 3 | 0 | 50 | 50 | 0 | 0 | 0 | 26 | 0 | 755 | 1 | |
| | GATWICK | BRITANNIA AB | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 111 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AB | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 77 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 59 | 0 | 0 | 56 | 19 | 17 | 8 | 0 | 0 | 24 | 50 | 38 | 8 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 58 | 0 | 0 | 55 | 28 | 10 | 7 | 0 | 0 | 22 | 75 | 25 | 8 | |
| | MANCHESTER | SABENA | S | D | 21 | 0 | 4 | 57 | 24 | 10 | 10 | 0 | 0 | 21 | 89 | 3 | 27 | |
| TOTAL NAPLES | | | | | 158 | 6 | 10 | 51 | 22 | 15 | 11 | 1 | 0 | 30 | 76 | 25 | 25 | |
| NASHVILLE METROPOLITAN | | | | | | | | | | | | | | | | | | |
| NASSAU | | | | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| NASSAU | | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 50 | 13 | 4 | |
| TOTAL NASSAU | | | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 50 | 13 | 13 | |
| NEW YORK (JF KENNEDY) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 30 | 0 | 1 | 10 | 3 | 30 | 53 | 3 | 0 | 76 | 57 | 16 | 30 | |
| | HEATHROW | AIR INDIA | S | D | 30 | 0 | 1 | 7 | 13 | 33 | 43 | 3 | 0 | 68 | 31 | 51 | 29 | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 177 | 0 | 5 | 24 | 22 | 28 | 21 | 4 | 1 | 53 | 77 | 11 | 150 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 178 | 0 | 4 | 71 | 10 | 11 | 7 | 2 | 0 | 19 | 83 | 8 | 149 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 1 | 48 | 31 | 14 | 3 | 3 | 0 | 22 | 90 | -12 | 29 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 1 | 69 | 10 | 7 | 10 | 3 | 0 | 23 | 90 | 3 | 29 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 2 | 43 | 29 | 14 | 7 | 4 | 4 | 58 | 86 | 24 | 29 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 2 | 61 | 14 | 7 | 14 | 4 | 0 | 32 | 79 | 15 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 162 | 3 | 0 | 44 | 21 | 19 | 11 | 4 | 2 | 45 | 81 | 10 | 163 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 165 | 0 | 0 | 67 | 16 | 8 | 5 | 2 | 1 | 26 | 83 | 12 | 163 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 32 | 1 | 1 | 53 | 25 | 9 | 13 | 0 | 0 | 22 | 93 | -9 | 30 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 29 | 1 | 0 | 55 | 21 | 3 | 21 | 0 | 0 | 31 | 79 | 11 | 29 | |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 13 | 1 | 0 | 15 | 46 | 15 | 23 | 0 | 0 | 45 | 62 | 7 | 13 | |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 13 | 0 | 0 | 46 | 15 | 8 | 23 | 8 | 0 | 48 | 71 | 15 | 14 | |
| | HEATHROW | UNITED AIRLINES | S | A | 92 | 0 | 6 | 32 | 23 | 16 | 28 | 1 | 0 | 41 | 85 | -2 | 91 | |
| | HEATHROW | UNITED AIRLINES | S | D | 90 | 0 | 1 | 74 | 13 | 8 | 4 | 0 | 0 | 10 | 88 | 4 | 94 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 54 | 0 | 2 | 30 | 19 | 28 | 9 | 15 | 0 | 61 | 67 | 22 | 58 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 54 | 0 | 2 | 50 | 24 | 11 | 13 | 2 | 0 | 28 | 61 | 23 | 57 | |
| TOTAL NEW YORK (JF KENNEDY) | | | | | 1235 | 6 | 33 | 49 | 18 | 16 | 14 | 3 | 0 | 36 | 79 | 11 | 11 | |
| NEW YORK (NEWARK) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 47 | 17 | 23 | 10 | 0 | 3 | 35 | 93 | -1 | 28 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 67 | 10 | 17 | 7 | 0 | 0 | 19 | 90 | 9 | 29 | |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 29 | 0 | 2 | 34 | 14 | 24 | 21 | 7 | 0 | 50 | 65 | 25 | 31 | |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 30 | 1 | 1 | 63 | 17 | 10 | 7 | 3 | 0 | 26 | 58 | 32 | 31 | |
| | MANCHESTER | CONTINENTAL AIRLINES | S | A | 30 | 0 | 1 | 33 | 20 | 27 | 13 | 7 | 0 | 42 | 0 | 0 | 0 | |
| | MANCHESTER | CONTINENTAL AIRLINES | S | D | 31 | 0 | 0 | 84 | 3 | 3 | 6 | 3 | 0 | 20 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|--------------------------------|-------------------|---------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| NEW YORK (NEWARK) | | | | | | | | | | | | | | | | | | |
| | STANSTED | EL AL | S | A | 12 | 0 | 1 | 17 | 25 | 25 | 33 | 0 | 0 | 43 | 0 | 0 | 0 | |
| | STANSTED | EL AL | S | D | 11 | 0 | 3 | 36 | 45 | 9 | 9 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 11 | 22 | 33 | 11 | 11 | 11 | 108 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | HEATHROW | UNITED AIRLINES | S | A | 30 | 0 | 1 | 27 | 33 | 20 | 20 | 0 | 0 | 35 | 84 | 13 | 31 | |
| | HEATHROW | UNITED AIRLINES | S | D | 30 | 0 | 1 | 67 | 20 | 7 | 7 | 0 | 0 | 16 | 77 | 17 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 40 | 13 | 20 | 23 | 3 | 0 | 41 | 69 | 14 | 29 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 50 | 27 | 17 | 7 | 0 | 0 | 23 | 82 | 11 | 28 | |
| TOTAL NEW YORK (NEWARK) | | | | | 341 | 1 | 10 | 48 | 19 | 17 | 13 | 2 | 1 | 33 | 75 | 16 | 16 | |
| NEWCASTLE | | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 142 | 0 | 6 | 75 | 14 | 6 | 4 | 1 | 0 | 14 | 86 | 9 | 145 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 142 | 0 | 6 | 72 | 16 | 7 | 5 | 0 | 0 | 13 | 85 | 8 | 145 | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 107 | 0 | 5 | 52 | 27 | 12 | 7 | 1 | 0 | 22 | 68 | 19 | 62 | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 107 | 0 | 4 | 75 | 9 | 7 | 8 | 0 | 0 | 15 | 79 | 9 | 63 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 62 | 0 | 2 | 89 | 6 | 0 | 2 | 3 | 0 | 6 | 89 | 2 | 57 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 62 | 0 | 2 | 87 | 8 | 2 | 2 | 2 | 0 | 9 | 95 | 3 | 58 | |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | A | 3 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | D | 3 | 1 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 37 | 0 | 0 | 0 | |
| | MANCHESTER | GILL AIRWAYS | S | A | 50 | 0 | 4 | 64 | 20 | 10 | 6 | 0 | 0 | 17 | 40 | 41 | 30 | |
| | MANCHESTER | GILL AIRWAYS | S | D | 50 | 1 | 4 | 78 | 10 | 6 | 6 | 0 | 0 | 7 | 73 | 12 | 30 | |
| | STANSTED | KLM UK LTD | S | A | 53 | 0 | 0 | 89 | 6 | 4 | 2 | 0 | 0 | 4 | 94 | -1 | 52 | |
| | STANSTED | KLM UK LTD | S | D | 53 | 0 | 0 | 75 | 8 | 11 | 4 | 2 | 0 | 19 | 92 | 2 | 52 | |
| TOTAL NEWCASTLE | | | | | 843 | 7 | 46 | 74 | 14 | 7 | 5 | 1 | 0 | 13 | 82 | 9 | 9 | |
| NEWQUAY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 56 | 0 | 2 | 54 | 14 | 23 | 9 | 0 | 0 | 24 | 84 | 10 | 51 | |
| TOTAL NEWQUAY | | | | | 56 | 0 | 2 | 54 | 14 | 23 | 9 | 0 | 0 | 24 | 84 | 10 | 10 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| NICE | HEATHROW | AIR FRANCE | S | A | 28 | 0 | 2 | 36 | 25 | 14 | 25 | 0 | 0 | 36 | 79 | 8 | 29 |
| | HEATHROW | AIR FRANCE | S | D | 29 | 0 | 1 | 59 | 14 | 14 | 14 | 0 | 0 | 22 | 93 | 1 | 30 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 50 | 0 | 0 | 38 | 22 | 16 | 20 | 4 | 0 | 46 | 88 | 3 | 50 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 50 | 0 | 0 | 56 | 24 | 10 | 8 | 2 | 0 | 24 | 96 | -1 | 51 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 18 | 0 | 0 | 44 | 11 | 28 | 11 | 6 | 0 | 39 | 88 | 5 | 16 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 18 | 0 | 0 | 56 | 6 | 22 | 17 | 0 | 0 | 29 | 88 | 8 | 16 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 82 | 0 | 7 | 62 | 11 | 12 | 12 | 2 | 0 | 25 | 80 | 11 | 86 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 82 | 0 | 6 | 60 | 18 | 11 | 9 | 2 | 0 | 25 | 79 | 15 | 86 |
| | STANSTED | KLM UK LTD | S | A | 17 | 0 | 0 | 82 | 6 | 6 | 6 | 0 | 0 | 4 | 86 | -3 | 21 |
| | STANSTED | KLM UK LTD | S | D | 17 | 0 | 0 | 59 | 18 | 6 | 18 | 0 | 0 | 23 | 67 | 23 | 21 |
| TOTAL NICE | | | | | 393 | 0 | 16 | 55 | 17 | 13 | 13 | 2 | 0 | 28 | 83 | 9 | 9 |
| NUREMBERG | HEATHROW | LUFTHANSA | S | A | 57 | 0 | 1 | 77 | 11 | 9 | 4 | 0 | 0 | 9 | 72 | 10 | 58 |
| | HEATHROW | LUFTHANSA | S | D | 57 | 0 | 1 | 75 | 11 | 9 | 5 | 0 | 0 | 11 | 91 | 3 | 58 |
| TOTAL NUREMBERG | | | | | 114 | 0 | 2 | 76 | 11 | 9 | 4 | 0 | 0 | 10 | 82 | 6 | 6 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|--------------------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| OPORTO (PORTUGAL) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR PORTUGAL | S | A | 30 | 0 | 1 | 63 | 17 | 13 | 7 | 0 | 0 | 17 | 73 | 6 | 30 | |
| | HEATHROW | AIR PORTUGAL | S | D | 30 | 0 | 1 | 53 | 20 | 13 | 10 | 3 | 0 | 27 | 90 | 1 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 0 | 75 | 7 | 11 | 4 | 4 | 0 | 19 | 54 | 20 | 28 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 28 | 0 | 0 | 46 | 25 | 18 | 7 | 4 | 0 | 31 | 79 | 16 | 28 | |
| TOTAL OPORTO (PORTUGAL) | | | | | 116 | 0 | 2 | 59 | 17 | 14 | 7 | 3 | 0 | 23 | 74 | 11 | 11 | |
| ORAN ES SENIA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ALGERIE | C | A | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | GATWICK | AIR ALGERIE | C | D | 8 | 0 | 0 | 50 | 13 | 25 | 0 | 13 | 0 | 39 | 0 | 0 | 0 | |
| TOTAL ORAN ES SENIA | | | | | 16 | 1 | 0 | 44 | 13 | 31 | 6 | 6 | 0 | 32 | 0 | 0 | 0 | |
| ORLANDO | | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN TRANS AIR | C | A | 3 | 1 | 0 | 33 | 0 | 0 | 33 | 33 | 0 | 137 | 0 | 0 | 0 | |
| | GATWICK | AMERICAN TRANS AIR | C | D | 6 | 0 | 0 | 33 | 0 | 17 | 0 | 17 | 33 | 212 | 33 | 66 | 3 | |
| | MANCHESTER | AMERICAN TRANS AIR | C | D | 3 | 0 | 0 | 0 | 0 | 33 | 0 | 33 | 33 | 213 | 0 | 99 | 1 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 37 | 20 | 291 | 5 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 26 | 0 | 284 | 5 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 40 | 30 | 20 | 10 | 0 | 0 | 24 | 14 | 91 | 7 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 12 | 43 | 52 | 7 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 1 | 1 | 29 | 24 | 12 | 35 | 0 | 0 | 52 | 82 | 6 | 17 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 19 | 0 | 0 | 53 | 16 | 16 | 11 | 5 | 0 | 38 | 72 | 17 | 18 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | -22 | 0 | 0 | 0 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 8 | 0 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | BIRMINGHAM | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | BIRMINGHAM | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 54 | 0 | 0 | 0 | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 10 | 0 | 0 | 10 | 10 | 30 | 50 | 0 | 0 | 77 | 22 | 70 | 9 | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 46 | 40 | 100 | 10 | |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | A | 15 | 0 | 0 | 33 | 20 | 27 | 20 | 0 | 0 | 27 | 27 | 73 | 11 | |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | D | 14 | 0 | 0 | 43 | 43 | 14 | 0 | 0 | 0 | 19 | 67 | 42 | 12 | |
| | LUTON | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | LUTON | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|-----------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -35 | 100 | -41 | 2 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 100 | -2 | 2 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 51 | 25 | 58 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 38 | 60 | 59 | 5 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 111 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 15 | 2 | 0 | 7 | 20 | 20 | 47 | 7 | 0 | 92 | 100 | 0 | 3 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 15 | 2 | 0 | 60 | 20 | 7 | 7 | 7 | 0 | 38 | 80 | 8 | 5 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 1 | 40 | 3 | 20 | 23 | 10 | 3 | 62 | 70 | 14 | 30 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 1 | 67 | 3 | 17 | 3 | 10 | 0 | 37 | 93 | 8 | 30 |
| TOTAL ORLANDO | | | | | 279 | 6 | 4 | 46 | 16 | 16 | 16 | 5 | 1 | 46 | 63 | 43 | 43 |
| OSAKA (KANSAI) | HEATHROW | ALL NIPPON AIRWAYS | S | A | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 19 | 0 | 0 | 0 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | -5 | 78 | 1 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 62 | 8 | 23 | 8 | 0 | 0 | 20 | 89 | 10 | 9 |
| | HEATHROW | JAPAN AIRLINES | S | A | 22 | 0 | 0 | 50 | 9 | 27 | 9 | 5 | 0 | 28 | 76 | 9 | 17 |
| | HEATHROW | JAPAN AIRLINES | S | D | 22 | 0 | 0 | 77 | 9 | 5 | 0 | 5 | 5 | 59 | 82 | 14 | 17 |
| TOTAL OSAKA (KANSAI) | | | | | 88 | 0 | 0 | 64 | 10 | 17 | 6 | 2 | 1 | 27 | 81 | 9 | 9 |
| OSLO (FORNEBU) | GATWICK | BRAATHENS ASA | S | A | 34 | 0 | 0 | 82 | 15 | 3 | 0 | 0 | 0 | 5 | 82 | 10 | 34 |
| | GATWICK | BRAATHENS ASA | S | D | 34 | 0 | 0 | 82 | 3 | 6 | 9 | 0 | 0 | 12 | 77 | 8 | 35 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 24 | 0 | 0 | 83 | 13 | 0 | 4 | 0 | 0 | 9 | 79 | 3 | 24 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 24 | 0 | 0 | 71 | 13 | 8 | 8 | 0 | 0 | 17 | 50 | 22 | 24 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 81 | 0 | 1 | 57 | 15 | 15 | 11 | 2 | 0 | 28 | 72 | 21 | 82 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 81 | 0 | 1 | 60 | 12 | 16 | 7 | 4 | 0 | 25 | 72 | 16 | 81 |
| | HEATHROW | SAS | S | A | 100 | 0 | 5 | 58 | 16 | 20 | 6 | 0 | 0 | 20 | 51 | 23 | 101 |
| | HEATHROW | SAS | S | D | 97 | 1 | 1 | 64 | 20 | 8 | 6 | 2 | 0 | 21 | 68 | 16 | 99 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-----------------------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| OSLO (FORNEBU) | MANCHESTER | SAS | S | D | 20 | 0 | 1 | 80 | 15 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL OSLO (FORNEBU) | | | | | 497 | 1 | 9 | 66 | 14 | 12 | 7 | 1 | 0 | 19 | 67 | 17 | 17 |
| OSLO (GARDERMOEN) | | | | | | | | | | | | | | | | | |
| TOTAL OSLO (GARDERMOEN) | | | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| OSTEND | | | | | | | | | | | | | | | | | |
| TOTAL OSTEND | | | | | 3 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 22 | 0 | 84 | 84 |
| OTTAWA INTERNATIONAL | HEATHROW | AIR CANADA | S | A | 31 | 0 | 0 | 19 | 29 | 13 | 39 | 0 | 0 | 57 | 52 | 27 | 31 |
| | HEATHROW | AIR CANADA | S | D | 31 | 0 | 0 | 52 | 26 | 6 | 16 | 0 | 0 | 25 | 65 | 26 | 31 |
| TOTAL OTTAWA INTERNATIONAL | | | | | 62 | 0 | 0 | 35 | 27 | 10 | 27 | 0 | 0 | 41 | 58 | 27 | 27 |
| OULU | | | | | | | | | | | | | | | | | |
| TOTAL OULU | | | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 24 | 60 | 60 |
| OVDA | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 23 | 25 | 29 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 75 | 15 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 35 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 8 | 4 |
| | HEATHROW | EL AL | S | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 100 | -3 | 9 | |
| | HEATHROW | EL AL | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 67 | 12 | 9 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 8 | 0 | 1 | 13 | 50 | 25 | 0 | 13 | 0 | 48 | 60 | 16 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 44 | 33 | 0 | 0 | 22 | 0 | 65 | 80 | 11 | 5 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 1 | 1 | 75 | 0 | 0 | 25 | 0 | 0 | 35 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 1 | 1 | 75 | 0 | 0 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| TOTAL OVDA | | | | | 59 | 2 | 3 | 56 | 25 | 10 | 3 | 5 | 0 | 26 | 71 | 10 | 10 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|------------------------|-------------------|------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 0 | 1 | 70 | 17 | 7 | 7 | 0 | 0 | 11 | 43 | 21 | 30 | |
| | GATWICK | EUROWINGS LUFTVERKEHRS | S | D | 29 | 0 | 2 | 79 | 10 | 7 | 3 | 0 | 0 | 9 | 83 | 8 | 30 | |
| TOTAL PADERBORN | | | | | 59 | 0 | 3 | 75 | 14 | 7 | 5 | 0 | 0 | 10 | 63 | 14 | 14 | |
| PALERMO | | | | | | | | | | | | | | | | | | |
| | LUTON | AIR FOYLE PASSENGER AIRLINES | C | A | 3 | 0 | 1 | 33 | 0 | 0 | 0 | 67 | 0 | 162 | 0 | 791 | 1 | |
| | LUTON | AIR FOYLE PASSENGER AIRLINES | C | D | 2 | 0 | 4 | 50 | 0 | 0 | 50 | 0 | 0 | 67 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 140 | 0 | 44 | 1 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 131 | 50 | 33 | 2 | |
| TOTAL PALERMO | | | | | 17 | 5 | 5 | 24 | 0 | 0 | 41 | 35 | 0 | 132 | 33 | 95 | 95 | |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 30 | 0 | 0 | 60 | 27 | 7 | 3 | 3 | 0 | 23 | 93 | -6 | 29 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 30 | 0 | 0 | 80 | 13 | 3 | 3 | 0 | 0 | 8 | 97 | -5 | 30 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 31 | 80 | 14 | 10 | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 9 | 78 | 9 | 9 | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 10 | 0 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 21 | 55 | 13 | 11 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 14 | 70 | 8 | 10 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 40 | 18 | 5 | |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 100 | 7 | 4 | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 100 | 1 | 4 | |
| | LUTON | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 100 | -6 | 3 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 13 | 1 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 17 | 67 | 9 | 15 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 12 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 6 | 93 | 2 | 14 | |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 100 | -2 | 4 | |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | -1 | 4 | |
| | GATWICK | CENTENNIAL AIRLINES | S | A | 12 | 0 | 0 | 50 | 8 | 17 | 25 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | GATWICK | CENTENNIAL AIRLINES | S | D | 12 | 0 | 0 | 42 | 0 | 25 | 33 | 0 | 0 | 46 | 0 | 0 | 0 | |
| | MANCHESTER | CENTENNIAL AIRLINES | S | A | 3 | 0 | 2 | 0 | 67 | 33 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | |
| | MANCHESTER | CENTENNIAL AIRLINES | S | D | 3 | 0 | 2 | 0 | 67 | 33 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|--------------------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 7 | 100 | -23 | 2 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 100 | 1 | 2 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 80 | 5 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 12 | 100 | -1 | 5 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 50 | 30 | 2 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 50 | 28 | 2 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 30 | 100 | -3 | 4 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | -7 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 70 | 0 | 51 | 1 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 48 | 0 | 30 | 1 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 1 | 14 | 43 | 0 | 29 | 14 | 0 | 107 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 6 | 33 | 17 | 17 | 33 | 0 | 0 | 53 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 1 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 17 | 100 | -5 | 3 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 1 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 22 | 100 | -4 | 3 |
| | HEATHROW | VIVA | S | A | 29 | 0 | 0 | 45 | 31 | 24 | 0 | 0 | 0 | 20 | 73 | 13 | 30 |
| | HEATHROW | VIVA | S | D | 29 | 0 | 0 | 79 | 0 | 10 | 10 | 0 | 0 | 16 | 97 | -2 | 30 |
| TOTAL PALMA DE MALLORCA | | | | | 318 | 5 | 13 | 62 | 16 | 12 | 10 | 1 | 0 | 22 | 77 | 10 | 10 |
| PAMPLONA | | | | | | | | | | | | | | | | | |
| PAPHOS | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 1 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -19 | 0 | 0 | 0 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 9 | 0 | 1 | 44 | 0 | 33 | 22 | 0 | 0 | 34 | 50 | 12 | 8 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 39 | 100 | 4 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 10 | 0 | 1 | 70 | 20 | 10 | 0 | 0 | 0 | 4 | 44 | 25 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 50 | 30 | 10 | 10 | 0 | 0 | 28 | 78 | 13 | 9 |
| | BIRMINGHAM | CYPRUS AIRWAYS | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 100 | 5 | 3 |
| | GATWICK | CYPRUS AIRWAYS | S | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 25 | 33 | 4 |
| | GATWICK | CYPRUS AIRWAYS | S | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 75 | 25 | 29 | 4 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | DEC 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) | | | | | | | | | | | |
| PAPHOS | HEATHROW | CYPRUS AIRWAYS | S | A | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 41 | 38 | 35 | 8 |
| | HEATHROW | CYPRUS AIRWAYS | S | D | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 53 | 25 | 32 | 8 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -2 | 75 | 19 | 4 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 75 | 32 | 4 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | A | 21 | 0 | 0 | 52 | 10 | 29 | 5 | 5 | 0 | 25 | 80 | 20 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | S | D | 20 | 0 | 0 | 75 | 10 | 10 | 5 | 0 | 0 | 12 | 75 | 15 | 4 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 109 | 0 | 24 | 4 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 72 | 100 | 4 | 4 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 75 | 11 | 4 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 75 | 11 | 4 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | A | 7 | 1 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 45 | 80 | 1 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 80 | 5 | 5 |
| TOTAL PAPHOS | | | | | 151 | 5 | 3 | 56 | 15 | 19 | 9 | 2 | 0 | 25 | 63 | 16 | 16 |
| PARIS (CHARLES DE GAULLE) | BIRMINGHAM | AIR FRANCE | S | A | 62 | 0 | 2 | 65 | 23 | 6 | 6 | 0 | 0 | 19 | 86 | 6 | 74 |
| | BIRMINGHAM | AIR FRANCE | S | D | 62 | 0 | 2 | 74 | 10 | 10 | 5 | 2 | 0 | 18 | 91 | 5 | 74 |
| | HEATHROW | AIR FRANCE | S | A | 251 | 0 | 7 | 58 | 20 | 12 | 10 | 1 | 0 | 22 | 74 | 9 | 266 |
| | HEATHROW | AIR FRANCE | S | D | 251 | 1 | 8 | 69 | 10 | 9 | 10 | 2 | 0 | 19 | 87 | 4 | 261 |
| | MANCHESTER | AIR FRANCE | S | A | 83 | 0 | 4 | 77 | 10 | 7 | 5 | 1 | 0 | 14 | 88 | 4 | 97 |
| | MANCHESTER | AIR FRANCE | S | D | 84 | 0 | 5 | 81 | 6 | 5 | 7 | 1 | 0 | 13 | 96 | 1 | 99 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 229 | 0 | 11 | 59 | 15 | 13 | 11 | 2 | 0 | 25 | 78 | 17 | 261 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 229 | 0 | 11 | 67 | 9 | 13 | 11 | 0 | 0 | 20 | 88 | 10 | 260 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 133 | 0 | 24 | 69 | 12 | 8 | 9 | 2 | 0 | 20 | 82 | 6 | 159 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 134 | 0 | 23 | 80 | 8 | 6 | 4 | 1 | 0 | 15 | 87 | 6 | 159 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 112 | 1 | 11 | 76 | 6 | 5 | 13 | 0 | 0 | 18 | 98 | -1 | 139 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 111 | 2 | 14 | 77 | 7 | 6 | 9 | 0 | 0 | 16 | 96 | 3 | 139 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 15 | 0 | 0 | 80 | 13 | 7 | 0 | 0 | 0 | 11 | 66 | 13 | 38 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 69 | 8 | 15 | 8 | 0 | 0 | 17 | 84 | 8 | 43 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 203 | 1 | 24 | 59 | 17 | 12 | 8 | 2 | 1 | 27 | 85 | 8 | 229 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 203 | 0 | 0 | 72 | 13 | 5 | 7 | 2 | 0 | 18 | 87 | 8 | 228 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 100 | 0 | 17 | 80 | 7 | 5 | 5 | 3 | 0 | 15 | 88 | 3 | 120 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 102 | 0 | 15 | 76 | 10 | 8 | 4 | 2 | 0 | 16 | 92 | 4 | 121 | |
| | GATWICK | CAMEROON AIRLINES | S | A | 3 | 0 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 66 | 0 | 0 | 0 | |
| | GATWICK | CAMEROON AIRLINES | S | D | 2 | 0 | 2 | 50 | 0 | 0 | 50 | 0 | 0 | 58 | 0 | 0 | 0 | |
| | STANSTED | KLM UK LTD | S | A | 89 | 1 | 11 | 69 | 7 | 10 | 15 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | STANSTED | KLM UK LTD | S | D | 91 | 1 | 9 | 67 | 9 | 9 | 15 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | LUTON | SCOT AIRWAYS | S | A | 42 | 0 | 18 | 86 | 2 | 2 | 10 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | LUTON | SCOT AIRWAYS | S | D | 44 | 1 | 15 | 86 | 5 | 5 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | | | 2650 | 10 | 262 | 69 | 12 | 9 | 9 | 1 | 0 | 19 | 86 | 7 | 7 | |
| PARIS (LE BOURGET) | | | | | | | | | | | | | | | | | | |
| PARIS (ORLY) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR FRANCE | S | A | 100 | 0 | 3 | 53 | 21 | 18 | 7 | 1 | 0 | 27 | 84 | 8 | 116 | |
| | HEATHROW | AIR FRANCE | S | D | 99 | 0 | 4 | 69 | 9 | 9 | 8 | 5 | 0 | 27 | 92 | 1 | 117 | |
| | HEATHROW | AIR LIBERTE/ TAT EUROPEAN ALNS | S | A | 89 | 0 | 2 | 62 | 10 | 12 | 13 | 2 | 0 | 27 | 85 | 7 | 85 | |
| | HEATHROW | AIR LIBERTE/ TAT EUROPEAN ALNS | S | D | 89 | 0 | 2 | 71 | 10 | 4 | 12 | 1 | 1 | 26 | 93 | 2 | 86 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 75 | 0 | 3 | 72 | 12 | 4 | 11 | 1 | 0 | 19 | 81 | 13 | 112 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 76 | 0 | 2 | 54 | 21 | 12 | 12 | 1 | 0 | 27 | 88 | 7 | 113 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 42 | 0 | 5 | 52 | 17 | 17 | 12 | 2 | 0 | 26 | 88 | 3 | 52 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 41 | 0 | 6 | 68 | 15 | 10 | 5 | 2 | 0 | 18 | 96 | 1 | 52 | |
| TOTAL PARIS (ORLY) | | | | | 613 | 3 | 27 | 63 | 14 | 11 | 10 | 2 | 0 | 25 | 87 | 6 | 6 | |
| PERTH (AUSTRALIA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 103 | 0 | 317 | 2 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 27 | 100 | 8 | 2 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 65 | 16 | 6 | 13 | 0 | 0 | 17 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|---|-------------------|------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| PERTH (AUSTRALIA) | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 52 | 26 | 16 | 6 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL PERTH (AUSTRALIA) | | | | | 71 | 0 | 0 | 54 | 20 | 11 | 15 | 0 | 0 | 27 | 50 | 116 | 116 |
| PHILADELPHIA INTERNATIONAL | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 53 | 13 | 27 | 3 | 3 | 0 | 26 | 81 | 17 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 57 | 20 | 13 | 10 | 0 | 0 | 22 | 81 | 16 | 31 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | | | 60 | 0 | 0 | 55 | 17 | 20 | 7 | 2 | 0 | 24 | 82 | 13 | 13 |
| PHUKET | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 46 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 55 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL PHUKET | | | | | 13 | 0 | 0 | 23 | 46 | 8 | 15 | 8 | 0 | 47 | 0 | 69 | 69 |
| PISA | GATWICK | AIR FOYLE PASSENGER AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 7 | 0 | 145 | 1 |
| | GATWICK | AIR FOYLE PASSENGER AIRLINES | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 114 | 1 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 57 | 20 | 13 | 10 | 0 | 0 | 21 | 37 | 21 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 57 | 13 | 23 | 7 | 0 | 0 | 20 | 73 | 8 | 30 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 20 | 0 | 20 | 20 | 0 | 63 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 1 | 25 | 25 | 25 | 25 | 0 | 0 | 36 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 7 | 0 | 1 | 0 | 14 | 57 | 29 | 0 | 0 | 56 | 14 | 49 | 7 |
| | GATWICK | MONARCH AIRLINES | C | D | 7 | 0 | 1 | 43 | 14 | 29 | 14 | 0 | 0 | 41 | 57 | 31 | 7 |
| TOTAL PISA | | | | | 105 | 5 | 4 | 53 | 15 | 21 | 10 | 1 | 0 | 25 | 53 | 28 | 28 |
| PITTSBURGH | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 37 | 7 | 33 | 23 | 0 | 0 | 39 | 70 | 7 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 70 | 13 | 7 | 10 | 0 | 0 | 16 | 97 | 1 | 30 |
| TOTAL PITTSBURGH | | | | | 60 | 0 | 0 | 53 | 10 | 20 | 17 | 0 | 0 | 28 | 83 | 4 | 4 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 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) | | | | | | | | | | | |
| PLOVDIV | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR VIA BULGARIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 109 | 0 | 0 | 0 |
| | MANCHESTER | AIR VIA BULGARIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 90 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL PLOVDIV | | | | | 15 | 0 | 4 | 33 | 7 | 20 | 27 | 13 | 0 | 74 | 100 | 12 | 12 |
| PLYMOUTH | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 94 | 0 | 3 | 32 | 26 | 28 | 15 | 0 | 0 | 34 | 58 | 20 | 89 |
| | HEATHROW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 38 | 0 | 1 | 55 | 8 | 13 | 21 | 3 | 0 | 30 | 79 | 8 | 38 |
| TOTAL PLYMOUTH | | | | | 132 | 0 | 4 | 39 | 20 | 23 | 17 | 1 | 0 | 32 | 65 | 16 | 16 |
| PONTOISE | | | | | | | | | | | | | | | | | |
| | GATWICK | AIGLE AZUR | S | A | 33 | 0 | 2 | 52 | 33 | 6 | 9 | 0 | 0 | 25 | 95 | 7 | 41 |
| | GATWICK | AIGLE AZUR | S | D | 33 | 0 | 9 | 73 | 6 | 0 | 18 | 3 | 0 | 30 | 93 | 2 | 41 |
| TOTAL PONTOISE | | | | | 66 | 0 | 11 | 62 | 20 | 3 | 14 | 2 | 0 | 28 | 94 | 5 | 5 |
| PORI | | | | | | | | | | | | | | | | | |
| TOTAL PORI | | | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 0 | 0 | 0 |
| PORLAMAR | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 45 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 109 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL PORLAMAR | | | | | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 45 | 0 | 0 | 0 |
| PORT HARCOURT | | | | | | | | | | | | | | | | | |
| PORT OF SPAIN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BWIA | S | A | 29 | 0 | 1 | 28 | 14 | 24 | 28 | 7 | 0 | 63 | 59 | 11 | 27 |
| | HEATHROW | BWIA | S | D | 29 | 0 | 1 | 21 | 17 | 21 | 34 | 7 | 0 | 62 | 33 | 28 | 27 |
| TOTAL PORT OF SPAIN | | | | | 59 | 0 | 2 | 24 | 15 | 22 | 32 | 7 | 0 | 64 | 51 | 18 | 18 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| PRAGUE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 30 | 0 | 0 | 73 | 7 | 13 | 3 | 3 | 0 | 13 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 30 | 0 | 0 | 57 | 17 | 17 | 10 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 55 | 0 | 3 | 73 | 11 | 7 | 9 | 0 | 0 | 15 | 79 | 10 | 52 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 55 | 0 | 3 | 75 | 18 | 2 | 5 | 0 | 0 | 13 | 75 | 15 | 51 | |
| | HEATHROW | CSA | S | A | 58 | 0 | 1 | 45 | 21 | 21 | 12 | 2 | 0 | 31 | 58 | 30 | 53 | |
| | HEATHROW | CSA | S | D | 59 | 0 | 1 | 78 | 10 | 5 | 7 | 0 | 0 | 9 | 87 | 12 | 54 | |
| | MANCHESTER | CSA | S | A | 8 | 0 | 1 | 63 | 13 | 0 | 25 | 0 | 0 | 21 | 88 | -7 | 8 | |
| | MANCHESTER | CSA | S | D | 8 | 0 | 1 | 63 | 0 | 13 | 25 | 0 | 0 | 34 | 88 | 4 | 8 | |
| TOTAL PRAGUE | | | | | 309 | 0 | 10 | 66 | 14 | 10 | 9 | 1 | 0 | 18 | 76 | 15 | 15 | |
| PRESTWICK | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 102 | 1 | 16 | 72 | 12 | 2 | 13 | 2 | 0 | 22 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 102 | 2 | 16 | 71 | 14 | 3 | 13 | 0 | 0 | 18 | 0 | 0 | 0 | |
| TOTAL PRESTWICK | | | | | 204 | 3 | 32 | 71 | 13 | 2 | 13 | 1 | 0 | 20 | 0 | 0 | 0 | |
| PUERTO PLATA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 21 | 25 | 306 | 4 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 25 | 36 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 28 | 33 | 203 | 6 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 40 | 0 | 44 | 6 | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 1 | 50 | 0 | 0 | 50 | 0 | 0 | 37 | 100 | -48 | 2 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 50 | 11 | 2 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 8 | 2 | |
| TOTAL PUERTO PLATA | | | | | 27 | 0 | 2 | 56 | 15 | 11 | 19 | 0 | 0 | 23 | 40 | 87 | 87 | |
| PUERTO VALLARTA | | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 58 | 0 | 0 | 0 | |
| TOTAL PUERTO VALLARTA | | | | | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 46 | 0 | 0 | 0 | |

PULA

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|--------------------------------------|-------------------|----------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 30 | 0 | 0 | 20 | 20 | 50 | 10 | 0 | 0 | 33 | 90 | -1 | 30 |
| | GATWICK | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 93 | 3 | 0 | 3 | 0 | 0 | 8 | 90 | 6 | 30 |
| TOTAL RALEIGH | | | | | 60 | 0 | 0 | 57 | 12 | 25 | 7 | 0 | 0 | 20 | 90 | 2 | 2 |
| RENNES | GATWICK | BRIT AIR | S | A | 43 | 0 | 7 | 70 | 16 | 5 | 9 | 0 | 0 | 23 | 89 | 6 | 46 |
| | GATWICK | BRIT AIR | S | D | 43 | 0 | 7 | 67 | 21 | 2 | 7 | 2 | 0 | 21 | 91 | 5 | 47 |
| TOTAL RENNES | | | | | 86 | 0 | 14 | 69 | 19 | 3 | 8 | 1 | 0 | 22 | 90 | 6 | 6 |
| RIGA | GATWICK | AIR BALTIC CORPORATION SIA | S | A | 16 | 0 | 2 | 50 | 31 | 6 | 13 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | AIR BALTIC CORPORATION SIA | S | D | 16 | 0 | 2 | 81 | 6 | 6 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | RIGA AIRLINES EXPRESS | S | A | 29 | 0 | 1 | 41 | 17 | 34 | 7 | 0 | 0 | 25 | 31 | 42 | 16 |
| | GATWICK | RIGA AIRLINES EXPRESS | S | D | 29 | 0 | 1 | 59 | 17 | 21 | 3 | 0 | 0 | 18 | 44 | 33 | 16 |
| TOTAL RIGA | | | | | 90 | 2 | 6 | 56 | 18 | 20 | 7 | 0 | 0 | 21 | 55 | 22 | 22 |
| RIMINI | GATWICK | MONARCH AIRLINES | C | A | 7 | 0 | 0 | 14 | 43 | 29 | 14 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL RIMINI | | | | | 9 | 1 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 35 | 0 | 0 | 0 |
| RIO DE JANEIRO (GALEAO) | HEATHROW | VARIG | S | A | 9 | 0 | 0 | 22 | 11 | 44 | 22 | 0 | 0 | 41 | 0 | 107 | 8 |
| | HEATHROW | VARIG | S | D | 9 | 1 | 0 | 44 | 33 | 11 | 0 | 11 | 0 | 39 | 22 | 52 | 9 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | | | 18 | 1 | 0 | 33 | 22 | 28 | 11 | 6 | 0 | 40 | 12 | 78 | 78 |
| RIYADH | HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -6 | 70 | 2 | 10 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 42 | 42 | 17 | 0 | 0 | 0 | 20 | 89 | 4 | 9 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 22 | 56 | 20 | 9 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 0 | 20 | 261 | 40 | 62 | 5 |
| TOTAL RIYADH | | | | | 34 | 0 | 0 | 59 | 26 | 12 | 0 | 0 | 3 | 47 | 67 | 16 | 16 |
| ROME (CIAMPINO) | GATWICK | ALL LEISURE AIRLINES LTD | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 663 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | | |
|------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| ROME (CIAMPINO) | | | | | | | | | | | | | | | | | | |
| | GATWICK | ALL LEISURE AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 619 | 0 | 0 | 0 | |
| | GATWICK | BRITISH WORLD AIRLINES LTD | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 179 | 0 | 0 | 0 | |
| | GATWICK | BRITISH WORLD AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 34 | 0 | 95 | 1 | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 177 | 0 | 0 | 0 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 53 | 0 | 0 | 0 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 78 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 17 | 0 | 0 | 24 | 29 | 24 | 24 | 0 | 0 | 37 | 45 | 31 | 11 | |
| | GATWICK | MONARCH AIRLINES | C | D | 17 | 0 | 0 | 59 | 12 | 18 | 12 | 0 | 0 | 25 | 73 | 16 | 11 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 1 | 2 | 56 | 22 | 0 | 22 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 10 | 1 | 1 | 70 | 20 | 0 | 10 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL ROME (CIAMPINO) | | | | | 85 | 8 | 3 | 44 | 16 | 19 | 16 | 2 | 2 | 65 | 44 | 34 | 34 | |
| ROME (FIUMICINO) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR FRANCE | S | A | 21 | 0 | 0 | 43 | 10 | 14 | 33 | 0 | 0 | 42 | 52 | 29 | 23 | |
| | HEATHROW | AIR FRANCE | S | D | 20 | 0 | 0 | 60 | 35 | 5 | 0 | 0 | 0 | 12 | 79 | 16 | 24 | |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | A | 27 | 0 | 3 | 59 | 7 | 19 | 15 | 0 | 0 | 25 | 80 | 10 | 30 | |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | D | 27 | 0 | 3 | 56 | 11 | 4 | 26 | 4 | 0 | 44 | 89 | 6 | 28 | |
| | GATWICK | ALITALIA | S | A | 28 | 0 | 0 | 61 | 21 | 14 | 4 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | GATWICK | ALITALIA | S | D | 28 | 0 | 0 | 75 | 11 | 11 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | HEATHROW | ALITALIA | S | A | 147 | 0 | 3 | 51 | 23 | 18 | 7 | 1 | 0 | 22 | 64 | 19 | 148 | |
| | HEATHROW | ALITALIA | S | D | 147 | 0 | 3 | 42 | 21 | 18 | 17 | 2 | 0 | 34 | 74 | 20 | 148 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 25 | 0 | 5 | 56 | 16 | 8 | 16 | 0 | 4 | 36 | 73 | 13 | 30 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 26 | 0 | 4 | 58 | 15 | 12 | 12 | 0 | 4 | 37 | 57 | 16 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 119 | 0 | 0 | 60 | 11 | 14 | 13 | 1 | 1 | 27 | 78 | 12 | 117 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 117 | 1 | 1 | 50 | 27 | 11 | 10 | 1 | 0 | 26 | 74 | 16 | 117 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 23 | 0 | 0 | 78 | 9 | 4 | 9 | 0 | 0 | 10 | 84 | 13 | 25 | |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|-------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 23 | 0 | 0 | 57 | 30 | 13 | 0 | 0 | 0 | 16 | 88 | 5 | 26 | |
| | MANCHESTER | SABENA | S | A | 63 | 0 | 14 | 63 | 17 | 13 | 6 | 0 | 11 | 64 | 12 | 72 | | |
| | MANCHESTER | SABENA | S | D | 38 | 0 | 9 | 58 | 16 | 21 | 5 | 0 | 19 | 70 | 12 | 46 | | |
| TOTAL ROME (FIUMICINO) | | | | | 880 | 4 | 46 | 54 | 19 | 14 | 11 | 1 | 0 | 26 | 73 | 15 | 15 | |
| ROTTERDAM | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 21 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 22 | 0 | 2 | 50 | 27 | 0 | 23 | 0 | 33 | 0 | 0 | 0 | | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 91 | 0 | 7 | 73 | 14 | 9 | 3 | 1 | 14 | 63 | 14 | 89 | | |
| | GATWICK | CITY FLYER EXPRESS | S | D | 92 | 2 | 5 | 76 | 8 | 9 | 8 | 0 | 12 | 77 | 9 | 90 | | |
| | HEATHROW | KLM | S | A | 101 | 1 | 4 | 48 | 24 | 21 | 8 | 0 | 25 | 70 | 22 | 109 | | |
| | HEATHROW | KLM | S | D | 102 | 0 | 4 | 59 | 22 | 11 | 9 | 0 | 19 | 74 | 18 | 108 | | |
| TOTAL ROTTERDAM | | | | | 432 | 5 | 22 | 63 | 18 | 11 | 8 | 0 | 18 | 71 | 16 | 16 | | |
| ROVANIEMI | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 78 | 0 | 35 | 1 | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 100 | 14 | 1 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 36 | 0 | 0 | 0 | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 16 | 0 | 0 | 0 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 0 | 67 | 17 | 17 | 0 | 39 | 0 | 0 | 0 | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 18 | 0 | 0 | 0 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 70 | 50 | 84 | 2 | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 14 | 100 | 6 | 2 | | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 76 | 100 | 15 | 1 | | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 51 | 100 | 14 | 1 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 49 | 0 | 36 | 1 | | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 75 | 100 | -5 | 1 | | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 17 | 0 | 85 | 1 | | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 11 | 100 | 9 | 1 | | |
| TOTAL ROVANIEMI | | | | | 80 | 6 | 2 | 38 | 23 | 21 | 19 | 0 | 32 | 49 | 24 | 24 | | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|-----------------------|-------------------|--------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | | | | | | | | | | | | Actual (7) |
| SALONIKA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 45 | 17 | 0 | 34 | 3 | 0 | 48 | 68 | 26 | 28 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 66 | 3 | 17 | 14 | 0 | 0 | 25 | 68 | 32 | 28 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 65 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 30 | 20 | 20 | 20 | 10 | 0 | 53 | 0 | 25 | 1 |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 19 | 0 | 17 | 1 |
| TOTAL SALONIKA | | | | | 89 | 0 | 0 | 54 | 11 | 11 | 21 | 2 | 0 | 37 | 62 | 30 | 30 |
| SALZBURG | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 57 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 7 | 80 | -2 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 67 | 16 | 6 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 80 | 0 | 21 | 1 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 63 | 67 | 16 | 3 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 67 | 17 | 3 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 2 | 4 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 66 | 100 | 1 | 2 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 64 | 67 | 28 | 3 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 90 | 0 | 0 | 0 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 81 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 67 | 4 | 3 |
| | STANSTED | KLM UK LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 67 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 83 | 0 | 0 | 0 |
| | GATWICK | LAUDA-AIR | S | A | 50 | 0 | 3 | 64 | 22 | 4 | 8 | 2 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | LAUDA-AIR | S | D | 51 | 0 | 2 | 67 | 12 | 8 | 8 | 6 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 2 | 20 | 20 | 20 | 40 | 0 | 0 | 66 | 0 | 55 | 1 |
| | GATWICK | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 33 | 0 | 59 | 2 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 52 | 100 | 12 | 1 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 46 | 50 | 13 | 2 |
| TOTAL SALZBURG | | | | | 167 | 2 | 13 | 57 | 17 | 9 | 12 | 4 | 0 | 31 | 69 | 13 | 13 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|-------------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| SAN FRANCISCO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 55 | 10 | 10 | 19 | 3 | 3 | 52 | 77 | 17 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 42 | 26 | 13 | 16 | 3 | 0 | 37 | 68 | 22 | 31 | |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 29 | 26 | 39 | 6 | 0 | 0 | 30 | 71 | 12 | 31 | |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 52 | 32 | 6 | 10 | 0 | 0 | 19 | 81 | 13 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 25 | 0 | 1 | 32 | 8 | 28 | 24 | 8 | 0 | 54 | 64 | 25 | 25 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 26 | 0 | 0 | 35 | 8 | 12 | 42 | 4 | 0 | 58 | 76 | 21 | 25 | |
| TOTAL SAN FRANCISCO | | | | | 175 | 0 | 1 | 41 | 19 | 18 | 19 | 3 | 1 | 41 | 73 | 18 | 18 | |
| SAN JOSE COST RICA | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 73 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 91 | 0 | 0 | 0 | |
| TOTAL SAN JOSE COST RICA | | | | | 5 | 0 | 1 | 0 | 0 | 20 | 80 | 0 | 0 | 84 | 0 | 0 | 0 | |
| SAN JUAN (PUERTO RICO) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 33 | 11 | 11 | 44 | 0 | 0 | 48 | 0 | 28 | 2 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 6 | 50 | 16 | 2 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 0 | 0 | 20 | 106 | 33 | 65 | 3 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 32 | 67 | 29 | 3 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 2 | 0 | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 29 | 0 | 0 | 0 | |
| TOTAL SAN JUAN (PUERTO RICO) | | | | | 35 | 2 | 2 | 43 | 14 | 23 | 17 | 0 | 3 | 40 | 33 | 42 | 42 | |
| SANAA | | | | | | | | | | | | | | | | | | |
| | GATWICK | YEMENIA | S | A | 9 | 0 | 0 | 56 | 22 | 0 | 22 | 0 | 0 | 22 | 44 | 128 | 9 | |
| | GATWICK | YEMENIA | S | D | 9 | 0 | 0 | 44 | 22 | 22 | 11 | 0 | 0 | 35 | 44 | 156 | 9 | |
| TOTAL SANAA | | | | | 18 | 0 | 0 | 50 | 22 | 11 | 17 | 0 | 0 | 29 | 44 | 142 | 142 | |
| SANTANDER | | | | | | | | | | | | | | | | | | |
| SANTIAGO DE CHILE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 39 | 75 | 12 | 8 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 19 | 89 | 6 | 9 | |
| TOTAL SANTIAGO DE CHILE | | | | | 17 | 0 | 0 | 53 | 6 | 18 | 24 | 0 | 0 | 28 | 82 | 9 | 9 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | | |
| SANTIAGO DE COMPOSTELA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AB | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | IBERIA | S | A | 13 | 0 | 0 | 85 | 8 | 0 | 0 | 8 | 0 | 17 | 94 | 3 | 17 |
| | GATWICK | IBERIA | S | D | 13 | 0 | 0 | 54 | 38 | 0 | 0 | 8 | 0 | 26 | 82 | 13 | 17 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 73 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 160 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 157 | 0 | 41 | 1 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 33 | 33 | 0 | 116 | 100 | 3 | 1 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | | | 41 | 0 | 0 | 51 | 20 | 5 | 10 | 15 | 0 | 50 | 79 | 17 | 17 |
| SANTO DOMINGO | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 98 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 93 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 95 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 36 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL SANTO DOMINGO | | | | | 12 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 63 | 0 | 0 | 0 |
| SAO PAULO (GUARULHOS) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 1 | 75 | 13 | 13 | 0 | 0 | 0 | 3 | 80 | 4 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 17 | 60 | 15 | 5 |
| | HEATHROW | VARIG | S | A | 5 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 53 | 0 | 117 | 4 |
| | HEATHROW | VARIG | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 50 | 18 | 4 |
| TOTAL SAO PAULO (GUARULHOS) | | | | | 25 | 0 | 1 | 52 | 28 | 12 | 8 | 0 | 0 | 19 | 50 | 35 | 35 |
| SEATTLE (TACOMA) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 28 | 2 | 0 | 54 | 11 | 21 | 14 | 0 | 0 | 28 | 66 | 14 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 60 | 13 | 3 | 20 | 3 | 0 | 32 | 86 | 8 | 29 |
| TOTAL SEATTLE (TACOMA) | | | | | 58 | 2 | 0 | 57 | 12 | 12 | 17 | 2 | 0 | 30 | 77 | 9 | 9 |
| SEOUL (KIMPO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | -1 | 78 | 16 | 9 |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|---------------------------------------|-------------------|-------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| SEOUL (KIMPO) | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 67 | 34 | 9 |
| | HEATHROW | KOREAN AIR | S | A | 13 | 0 | 0 | 62 | 15 | 8 | 15 | 0 | 0 | 11 | 62 | 7 | 13 |
| | HEATHROW | KOREAN AIR | S | D | 13 | 0 | 0 | 46 | 23 | 23 | 8 | 0 | 0 | 21 | 54 | 16 | 13 |
| TOTAL SEOUL (KIMPO) | | | | | 44 | 0 | 0 | 64 | 18 | 11 | 7 | 0 | 0 | 11 | 64 | 17 | 17 |
| SEVILLE | HEATHROW | IBERIA | S | A | 29 | 0 | 1 | 76 | 17 | 3 | 3 | 0 | 0 | 6 | 80 | 5 | 30 |
| | HEATHROW | IBERIA | S | D | 29 | 0 | 1 | 83 | 14 | 3 | 0 | 0 | 0 | 5 | 87 | 5 | 30 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 49 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL SEVILLE | | | | | 62 | 0 | 3 | 76 | 16 | 3 | 5 | 0 | 0 | 8 | 83 | 5 | 5 |
| SEYCHELLES | GATWICK | AIR SEYCHELLES | S | A | 14 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 17 | 75 | 10 | 8 |
| | GATWICK | AIR SEYCHELLES | S | D | 14 | 0 | 0 | 71 | 0 | 21 | 7 | 0 | 0 | 22 | 75 | 13 | 8 |
| TOTAL SEYCHELLES | | | | | 28 | 0 | 0 | 64 | 7 | 18 | 11 | 0 | 0 | 19 | 75 | 11 | 11 |
| SHANNON | GATWICK | AB AIRLINES | S | A | 45 | 0 | 9 | 76 | 11 | 2 | 11 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GATWICK | AB AIRLINES | S | D | 46 | 0 | 7 | 72 | 13 | 2 | 13 | 0 | 0 | 15 | 0 | 0 | 0 |
| | HEATHROW | AER LINGUS | S | A | 93 | 1 | 2 | 54 | 24 | 12 | 9 | 2 | 0 | 25 | 75 | 28 | 93 |
| | HEATHROW | AER LINGUS | S | D | 97 | 0 | 2 | 48 | 18 | 15 | 18 | 1 | 0 | 32 | 76 | 29 | 97 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 25 | 0 | 1 | 76 | 16 | 8 | 0 | 0 | 0 | 5 | 88 | 2 | 24 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 25 | 0 | 1 | 76 | 8 | 16 | 0 | 0 | 0 | 8 | 92 | 1 | 25 |
| TOTAL SHANNON | | | | | 333 | 1 | 22 | 61 | 17 | 11 | 11 | 1 | 0 | 21 | 79 | 22 | 22 |
| SHARM EL SHEIKH (OPHIRA) | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 61 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 26 | 60 | 23 | 5 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | | | 14 | 0 | 0 | 29 | 36 | 21 | 14 | 0 | 0 | 35 | 54 | 21 | 21 |
| SINGAPORE | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|--------------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|------------|----------------------------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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) | | | | | | | | | | |
| SINGAPORE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SINGAPORE AIRLINES | S | A | 62 | 0 | 0 | 63 | 19 | 13 | 5 | 0 | 0 | 11 | 59 | 19 | 61 | |
| | HEATHROW | SINGAPORE AIRLINES | S | D | 62 | 0 | 0 | 58 | 23 | 13 | 6 | 0 | 0 | 20 | 63 | 19 | 60 | |
| | MANCHESTER | SINGAPORE AIRLINES | S | A | 14 | 0 | 0 | 64 | 14 | 21 | 0 | 0 | 0 | -3 | 64 | 14 | 14 | |
| | MANCHESTER | SINGAPORE AIRLINES | S | D | 14 | 0 | 0 | 50 | 7 | 36 | 7 | 0 | 0 | 23 | 100 | 0 | 14 | |
| TOTAL SINGAPORE | | | | | 152 | 0 | 0 | 60 | 19 | 16 | 5 | 0 | 0 | 15 | 65 | 17 | 17 | |
| SOFIA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR VIA BULGARIAN AIRWAYS | C | A | 2 | 0 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 90 | 0 | 0 | 0 | |
| | GATWICK | AIR VIA BULGARIAN AIRWAYS | C | D | 3 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 119 | 0 | 0 | 0 | |
| | HEATHROW | BALKAN BULGARIAN AIRLINES | S | A | 22 | 0 | 1 | 23 | 23 | 27 | 5 | 14 | 9 | 96 | 26 | 68 | 19 | |
| | HEATHROW | BALKAN BULGARIAN AIRLINES | S | D | 21 | 1 | 2 | 48 | 19 | 0 | 19 | 14 | 0 | 63 | 37 | 77 | 19 | |
| | MANCHESTER | BALKAN BULGARIAN AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 154 | 0 | 0 | 0 | |
| | MANCHESTER | BALKAN BULGARIAN AIRLINES | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 157 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 115 | 0 | 72 | 2 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 56 | 100 | 8 | 2 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 18 | 0 | 0 | 61 | 6 | 17 | 11 | 0 | 6 | 39 | 83 | -2 | 12 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 18 | 0 | 0 | 33 | 39 | 22 | 6 | 0 | 0 | 26 | 75 | 11 | 12 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 58 | 75 | 3 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| TOTAL SOFIA | | | | | 100 | 1 | 7 | 34 | 18 | 17 | 20 | 8 | 3 | 66 | 52 | 38 | 38 | |
| SOUTHAMPTON | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 54 | 0 | 3 | 80 | 13 | 6 | 2 | 0 | 0 | 5 | 83 | 8 | 58 | |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 54 | 1 | 3 | 83 | 11 | 2 | 4 | 0 | 0 | 7 | 90 | 5 | 58 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 33 | 0 | 2 | 91 | 6 | 0 | 3 | 0 | 0 | 4 | 92 | 6 | 36 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 34 | 0 | 1 | 94 | 0 | 3 | 3 | 0 | 0 | 4 | 89 | 3 | 35 | |
| TOTAL SOUTHAMPTON | | | | | 175 | 1 | 9 | 86 | 9 | 3 | 3 | 0 | 0 | 5 | 88 | 5 | 5 | |
| SPLIT | | | | | | | | | | | | | | | | | | |
| ST LOUIS (LAMBERT) | | | | | | | | | | | | | | | | | | |
| | GATWICK | TRANS WORLD AIRLINES | S | A | 31 | 0 | 0 | 26 | 13 | 23 | 26 | 13 | 0 | 65 | 35 | 43 | 31 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | |
|-----------------------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ST LOUIS (LAMBERT) | | | | | | | | | | | | | | | | | | |
| | GATWICK | TRANS WORLD AIRLINES | S | D | 31 | 0 | 0 | 61 | 13 | 6 | 13 | 6 | 0 | 42 | 84 | 9 | 31 | |
| TOTAL ST LOUIS (LAMBERT) | | | | | 62 | 0 | 0 | 44 | 13 | 15 | 19 | 10 | 0 | 53 | 60 | 26 | 26 | |
| ST LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 11 | 1 | 1 | 36 | 18 | 36 | 9 | 0 | 0 | 15 | 69 | 0 | 13 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 23 | 0 | 0 | 9 | 39 | 30 | 22 | 0 | 0 | 41 | 63 | 15 | 8 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 249 | 0 | 391 | 1 | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 43 | 67 | 22 | 3 | |
| TOTAL ST LUCIA (HEWANORRA) | | | | | 39 | 1 | 1 | 15 | 33 | 31 | 18 | 0 | 3 | 48 | 62 | 27 | 27 | |
| ST PETERSBURG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROFLOT | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 60 | 98 | 5 | |
| | HEATHROW | AEROFLOT | S | D | 5 | 0 | 0 | 40 | 0 | 60 | 0 | 0 | 0 | 27 | 20 | 118 | 5 | |
| | STANSTED | AEROFLOT | S | A | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 78 | 31 | 9 | |
| | STANSTED | AEROFLOT | S | D | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 12 | 67 | 52 | 9 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 1 | 81 | 5 | 14 | 0 | 0 | 0 | 8 | 40 | 19 | 20 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 1 | 71 | 19 | 5 | 5 | 0 | 0 | 14 | 65 | 17 | 20 | |
| TOTAL ST PETERSBURG | | | | | 72 | 0 | 2 | 76 | 10 | 13 | 1 | 0 | 0 | 9 | 56 | 38 | 38 | |
| STANSTED | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 49 | 0 | 0 | 84 | 6 | 2 | 8 | 0 | 0 | 10 | 89 | 6 | 46 | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 49 | 1 | 0 | 88 | 4 | 6 | 2 | 0 | 0 | 4 | 94 | -2 | 47 | |
| | GLASGOW | KLM UK LTD | S | A | 81 | 1 | 8 | 72 | 10 | 6 | 11 | 1 | 0 | 17 | 83 | 3 | 71 | |
| | GLASGOW | KLM UK LTD | S | D | 84 | 0 | 5 | 67 | 10 | 11 | 10 | 2 | 1 | 27 | 85 | 8 | 71 | |
| TOTAL STANSTED | | | | | 263 | 2 | 13 | 75 | 8 | 7 | 8 | 1 | 0 | 16 | 87 | 4 | 4 | |
| STAVANGER | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 24 | 0 | 0 | 67 | 25 | 4 | 0 | 4 | 0 | 23 | 50 | 12 | 26 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 24 | 0 | 0 | 63 | 17 | 8 | 8 | 4 | 0 | 27 | 92 | 6 | 25 | |
| | HEATHROW | SAS | S | A | 52 | 0 | 1 | 71 | 13 | 10 | 6 | 0 | 0 | 13 | 82 | 10 | 56 | |
| | HEATHROW | SAS | S | D | 52 | 0 | 1 | 83 | 4 | 4 | 8 | 2 | 0 | 15 | 93 | 6 | 55 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|----------------------------------|-------------------|----------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| STAVANGER | | | | | | | | | | | | | | | | | | |
| TOTAL STAVANGER | | | | | 152 | 0 | 2 | 73 | 13 | 7 | 6 | 2 | 0 | 18 | 82 | 9 | 9 | |
| STOCKHOLM (ARLANDA) | | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITANNIA AB | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | |
| | STANSTED | BRITANNIA AB | C | D | 9 | 1 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 115 | 0 | 1 | 61 | 16 | 14 | 8 | 2 | 0 | 19 | 73 | 13 | 110 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 115 | 0 | 1 | 65 | 20 | 9 | 6 | 0 | 0 | 16 | 77 | 11 | 110 | |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 0 | 20 | 0 | 20 | 96 | 0 | 0 | 0 | |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 0 | 20 | 0 | 60 | 0 | 0 | 0 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 14 | 0 | 0 | 57 | 7 | 14 | 14 | 7 | 0 | 40 | 80 | 9 | 5 | |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 14 | 0 | 0 | 14 | 21 | 36 | 21 | 7 | 0 | 59 | 80 | 7 | 5 | |
| | HEATHROW | SAS | S | A | 133 | 1 | 2 | 62 | 18 | 11 | 7 | 2 | 0 | 20 | 60 | 15 | 125 | |
| | HEATHROW | SAS | S | D | 132 | 1 | 2 | 75 | 9 | 9 | 5 | 2 | 0 | 16 | 90 | 22 | 96 | |
| | MANCHESTER | SAS | S | A | 20 | 0 | 2 | 60 | 35 | 0 | 5 | 0 | 0 | 9 | 82 | 14 | 22 | |
| TOTAL STOCKHOLM (ARLANDA) | | | | | 571 | 4 | 9 | 64 | 16 | 11 | 7 | 2 | 0 | 20 | 74 | 15 | 15 | |
| STORNOWAY | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 47 | 0 | 2 | 70 | 9 | 6 | 6 | 6 | 2 | 39 | 64 | 14 | 44 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 46 | 1 | 1 | 65 | 17 | 9 | 7 | 2 | 0 | 20 | 74 | 9 | 46 | |
| TOTAL STORNOWAY | | | | | 93 | 1 | 3 | 68 | 13 | 8 | 6 | 4 | 1 | 30 | 69 | 12 | 12 | |
| STRASBOURG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR FRANCE | S | A | 25 | 0 | 0 | 52 | 28 | 16 | 4 | 0 | 0 | 23 | 63 | 15 | 24 | |
| | HEATHROW | AIR FRANCE | S | D | 27 | 0 | 0 | 37 | 33 | 7 | 22 | 0 | 0 | 36 | 91 | 8 | 22 | |
| TOTAL STRASBOURG | | | | | 52 | 0 | 4 | 44 | 31 | 12 | 13 | 0 | 0 | 29 | 77 | 10 | 10 | |
| STUTTGART | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 2 | 41 | 33 | 15 | 11 | 0 | 0 | 29 | 72 | 17 | 54 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 2 | 81 | 8 | 4 | 8 | 0 | 0 | 11 | 81 | 11 | 54 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 37 | 0 | 2 | 59 | 11 | 14 | 16 | 0 | 0 | 18 | 95 | -3 | 22 | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 37 | 0 | 2 | 78 | 3 | 5 | 14 | 0 | 0 | 18 | 91 | 5 | 22 | |
| | HEATHROW | LUFTHANSA | S | A | 60 | 0 | 2 | 65 | 20 | 10 | 5 | 0 | 0 | 18 | 71 | 10 | 45 | |
| | HEATHROW | LUFTHANSA | S | D | 79 | 0 | 2 | 70 | 11 | 9 | 8 | 3 | 0 | 19 | 87 | 7 | 75 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|------------------------|-------------------|----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| STUTTGART | | | | | | | | | | | | | | | | | | |
| TOTAL STUTTGART | | | | | 266 | 0 | 12 | 67 | 14 | 9 | 9 | 1 | 0 | 19 | 81 | 9 | 9 | |
| SUMBURGH | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BMI REGIONAL | S | A | 19 | 0 | 0 | 58 | 5 | 5 | 26 | 5 | 0 | 42 | 0 | 0 | 0 | |
| | GLASGOW | BMI REGIONAL | S | D | 18 | 0 | 1 | 17 | 61 | 11 | 6 | 6 | 0 | 34 | 0 | 0 | 0 | |
| | MANCHESTER | BMI REGIONAL | S | A | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | MANCHESTER | BMI REGIONAL | S | D | 21 | 0 | 3 | 71 | 29 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 1 | 89 | 11 | 0 | 0 | 0 | 0 | 94 | 12 | 17 | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 15 | 0 | 1 | 87 | 0 | 7 | 7 | 0 | 0 | 11 | 100 | -3 | 17 | |
| | GLASGOW | LOGANAIR | S | A | 23 | 0 | 0 | 87 | 4 | 0 | 9 | 0 | 0 | 9 | 44 | 20 | 25 | |
| | GLASGOW | LOGANAIR | S | D | 23 | 0 | 0 | 74 | 9 | 4 | 13 | 0 | 0 | 24 | 85 | 7 | 26 | |
| TOTAL SUMBURGH | | | | | 141 | 0 | 7 | 70 | 17 | 4 | 9 | 1 | 0 | 18 | 78 | 10 | 10 | |
| SYDNEY | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 139 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 55 | 0 | 26 | 1 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 31 | 50 | 20 | 2 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 100 | 3 | 1 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -7 | 80 | 2 | 5 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 50 | 31 | 4 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -28 | 40 | 27 | 5 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 50 | 4 | |
| | HEATHROW | QANTAS | S | A | 31 | 0 | 0 | 42 | 23 | 13 | 19 | 0 | 3 | 54 | 61 | 39 | 31 | |
| | HEATHROW | QANTAS | S | D | 31 | 0 | 0 | 55 | 16 | 19 | 10 | 0 | 0 | 21 | 71 | 56 | 31 | |
| TOTAL SYDNEY | | | | | 94 | 0 | 0 | 52 | 15 | 17 | 14 | 1 | 1 | 35 | 60 | 40 | 40 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|---|-------------------|---------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 38 | 23 | 31 | 8 | 0 | 0 | 28 | 88 | -5 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 54 | 31 | 0 | 15 | 0 | 0 | 28 | 67 | 17 | 9 |
| | HEATHROW | EVA AIR | S | A | 13 | 0 | 0 | 31 | 15 | 38 | 8 | 8 | 0 | 41 | 0 | 0 | 0 |
| | HEATHROW | EVA AIR | S | D | 13 | 0 | 0 | 54 | 23 | 15 | 0 | 8 | 0 | 30 | 0 | 0 | 0 |
| TOTAL TAIPEI | | | | | 52 | 0 | 0 | 44 | 23 | 21 | 8 | 4 | 0 | 32 | 70 | 12 | 12 |
| TALLIN | GATWICK | ESTONIAN AIR | S | A | 15 | 0 | 1 | 60 | 27 | 0 | 7 | 7 | 0 | 33 | 0 | 0 | 0 |
| | GATWICK | ESTONIAN AIR | S | D | 15 | 0 | 1 | 87 | 0 | 0 | 13 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL TALLIN | | | | | 30 | 0 | 2 | 73 | 13 | 0 | 10 | 3 | 0 | 25 | 0 | 0 | 0 |
| TAMPA | GATWICK | BRITISH AIRWAYS PLC | S | A | 10 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 47 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL TAMPA | | | | | 19 | 0 | 0 | 21 | 37 | 26 | 16 | 0 | 0 | 36 | 0 | 0 | 0 |
| TANGIERS (IBN BATUTA) | HEATHROW | GB AIRWAYS LTD | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -2 | 50 | 23 | 6 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 75 | 45 | 8 |
| TOTAL TANGIERS (IBN BATUTA) | | | | | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 6 | 72 | 26 | 26 |
| TARBES-LOURDES INTERNA | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 88 | 2 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | | | 9 | 0 | 1 | 33 | 44 | 0 | 22 | 0 | 0 | 43 | 56 | 19 | 19 |
| TASHKENT | HEATHROW | UZBEKISTAN AIRLINES | S | A | 18 | 0 | 5 | 39 | 17 | 22 | 6 | 6 | 11 | 101 | 100 | -34 | 17 |
| | HEATHROW | UZBEKISTAN AIRLINES | S | D | 18 | 0 | 5 | 6 | 28 | 22 | 33 | 0 | 11 | 142 | 78 | 80 | 18 |
| | MANCHESTER | UZBEKISTAN AIRLINES | S | A | 8 | 0 | 1 | 38 | 0 | 13 | 25 | 0 | 25 | 222 | 80 | -10 | 5 |
| | MANCHESTER | UZBEKISTAN AIRLINES | S | D | 9 | 0 | 1 | 78 | 0 | 11 | 11 | 0 | 0 | 11 | 20 | 23 | 5 |
| TOTAL TASHKENT | | | | | 53 | 3 | 12 | 34 | 15 | 19 | 19 | 2 | 11 | 118 | 80 | 21 | 21 |
| TEESSIDE | HEATHROW | BMI BRITISH MIDLAND | S | A | 113 | 1 | 4 | 72 | 13 | 5 | 8 | 2 | 0 | 17 | 90 | 6 | 123 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-----------------------|-------------------|--------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TEESSIDE | HEATHROW | BMI BRITISH MIDLAND | S | D | 113 | 0 | 6 | 70 | 15 | 7 | 7 | 1 | 0 | 16 | 90 | 3 | 125 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 56 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 59 | 0 | 0 | 0 |
| TOTAL TEESSIDE | | | | | 232 | 1 | 10 | 71 | 14 | 6 | 7 | 2 | 0 | 18 | 90 | 4 | 4 |
| TEHRAN | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -7 | 89 | -2 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 100 | 0 | 9 |
| | HEATHROW | IRAN AIR | S | A | 12 | 1 | 0 | 33 | 17 | 25 | 17 | 0 | 8 | 70 | 8 | 41 | 13 |
| | HEATHROW | IRAN AIR | S | D | 12 | 1 | 1 | 58 | 17 | 8 | 8 | 8 | 0 | 39 | 42 | 37 | 12 |
| TOTAL TEHRAN | | | | | 42 | 2 | 1 | 60 | 17 | 12 | 7 | 2 | 2 | 32 | 53 | 22 | 22 |
| TEL AVIV | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 71 | 16 | 6 | 0 | 0 | 6 | 63 | 86 | -1 | 21 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 68 | 23 | 6 | 3 | 0 | 0 | 15 | 86 | 6 | 21 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 68 | 19 | 10 | 3 | 0 | 0 | 14 | 77 | 7 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 68 | 13 | 16 | 3 | 0 | 0 | 14 | 84 | 7 | 31 |
| | GATWICK | EL AL | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 67 | 18 | 3 |
| | GATWICK | EL AL | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 15 | 67 | 12 | 3 |
| | HEATHROW | EL AL | S | A | 36 | 2 | 0 | 64 | 19 | 0 | 6 | 6 | 6 | 48 | 78 | 5 | 46 |
| | HEATHROW | EL AL | S | D | 37 | 3 | 0 | 54 | 24 | 8 | 3 | 5 | 5 | 51 | 78 | 10 | 51 |
| | MANCHESTER | EL AL | S | A | 7 | 1 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 7 | 100 | -11 | 10 |
| | MANCHESTER | EL AL | S | D | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 5 | 100 | -8 | 9 |
| | STANSTED | EL AL | S | A | 14 | 0 | 5 | 79 | 14 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | STANSTED | EL AL | S | D | 14 | 0 | 4 | 57 | 7 | 21 | 7 | 7 | 0 | 30 | 0 | 0 | 0 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 37 | 50 | 28 | 4 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 80 | 16 | 5 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 14 | 0 | 0 | 36 | 21 | 14 | 29 | 0 | 0 | 33 | 60 | 7 | 10 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 14 | 0 | 0 | 71 | 14 | 7 | 7 | 0 | 0 | 17 | 70 | 12 | 10 |
| | GATWICK | MONARCH AIRLINES | C | A | 15 | 0 | 1 | 7 | 0 | 53 | 40 | 0 | 0 | 54 | 0 | 44 | 13 |
| | GATWICK | MONARCH AIRLINES | C | D | 16 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 0 | 16 | 54 | 15 | 13 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|---------------------------|-------------------|-----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | | | | | | | | | | | | | | | | | |
| TOTAL TEL AVIV | | | | | 311 | 6 | 10 | 62 | 17 | 11 | 6 | 2 | 2 | 30 | 75 | 8 | 8 |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | |
| | GLASGOW | AIR EUROPA | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | -19 | 1 |
| | GLASGOW | AIR EUROPA | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 33 | 100 | -5 | 1 |
| | MANCHESTER | AIR EUROPA | C | A | 11 | 0 | 0 | 45 | 9 | 18 | 27 | 0 | 0 | 31 | 0 | 22 | 2 |
| | MANCHESTER | AIR EUROPA | C | D | 12 | 0 | 0 | 25 | 8 | 25 | 33 | 0 | 8 | 89 | 0 | 29 | 2 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 3 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 52 | 0 | 0 | 0 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | A | 3 | 1 | 5 | 33 | 0 | 0 | 67 | 0 | 0 | 59 | 100 | 2 | 2 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | D | 5 | 1 | 5 | 20 | 0 | 0 | 80 | 0 | 0 | 69 | 33 | 24 | 3 |
| | GATWICK | BRITANNIA AB | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 58 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 5 | 0 | 0 | 20 | 20 | 0 | 40 | 20 | 0 | 81 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 8 | 0 | 1 | 38 | 13 | 38 | 13 | 0 | 0 | 30 | 78 | 15 | 9 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 20 | 89 | 12 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 20 | 0 | 0 | 25 | 15 | 35 | 20 | 5 | 0 | 55 | 33 | 42 | 18 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 20 | 0 | 0 | 65 | 5 | 15 | 10 | 5 | 0 | 39 | 67 | 22 | 18 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 11 | 22 | 56 | 11 | 0 | 0 | 36 | 10 | 45 | 10 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 28 | 44 | 29 | 9 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 50 | 50 | 18 | 8 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 36 | 100 | 7 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 25 | 0 | 0 | 36 | 16 | 28 | 20 | 0 | 0 | 33 | 52 | 15 | 21 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 25 | 0 | 0 | 56 | 12 | 20 | 8 | 4 | 0 | 28 | 77 | 8 | 22 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 1 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 100 | 10 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 100 | 3 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 9 | 0 | 4 | 22 | 0 | 22 | 33 | 0 | 22 | 147 | 0 | 27 | 2 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 9 | 0 | 0 | 33 | 22 | 11 | 11 | 0 | 22 | 124 | 100 | 4 | 2 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 0 | 0 | 40 | 20 | 40 | 0 | 139 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 6 | 0 | 0 | 33 | 0 | 33 | 17 | 17 | 0 | 85 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 10 | 0 | 4 | 10 | 30 | 20 | 40 | 0 | 0 | 57 | 44 | 20 | 9 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 11 | 0 | 3 | 18 | 27 | 18 | 27 | 9 | 0 | 71 | 60 | 26 | 10 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 257 | 0 | 0 | 0 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|---------------------------|-------------------|--------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 108 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 11 | 0 | 0 | 0 | 9 | 27 | 45 | 18 | 0 | 108 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 13 | 0 | 0 | 38 | 15 | 23 | 15 | 8 | 0 | 41 | 0 | 0 | 0 |
| | STANSTED | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 191 | 0 | 0 | 0 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | A | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 38 | 60 | 24 | 5 |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 27 | 67 | 17 | 6 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 23 | 0 | 1 | 35 | 22 | 22 | 22 | 0 | 0 | 34 | 44 | 17 | 16 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 23 | 0 | 0 | 61 | 9 | 13 | 17 | 0 | 0 | 24 | 81 | 11 | 16 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | A | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 42 | 64 | 10 | 11 |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 10 | 0 | 0 | 50 | 20 | 0 | 30 | 0 | 0 | 39 | 73 | 12 | 11 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 37 | 0 | 0 | 0 |
| | LUTON | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 25 | 0 | 2 | 36 | 24 | 20 | 20 | 0 | 0 | 30 | 74 | 25 | 27 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 24 | 1 | 1 | 67 | 8 | 8 | 13 | 4 | 0 | 26 | 77 | 27 | 26 |
| | GLASGOW | FUTURA AIRLINES | C | A | 6 | 0 | 0 | 33 | 17 | 17 | 33 | 0 | 0 | 51 | 71 | 12 | 7 |
| | GLASGOW | FUTURA AIRLINES | C | D | 6 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 67 | 88 | 9 | 8 |
| | LUTON | FUTURA AIRLINES | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 33 | 100 | 2 | 2 |
| | LUTON | FUTURA AIRLINES | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 0 | 114 | 100 | -3 | 3 |
| | MANCHESTER | FUTURA AIRLINES | C | A | 10 | 0 | 0 | 50 | 10 | 30 | 10 | 0 | 0 | 18 | 100 | -10 | 4 |
| | MANCHESTER | FUTURA AIRLINES | C | D | 11 | 0 | 0 | 55 | 9 | 18 | 18 | 0 | 0 | 24 | 75 | 1 | 4 |
| | STANSTED | FUTURA AIRLINES | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 0 | 33 | 0 | 98 | 0 | 0 | 0 |
| | STANSTED | FUTURA AIRLINES | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 0 | 109 | 0 | 0 | 0 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | A | 5 | 0 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 113 | 71 | 9 | 7 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 0 | 20 | 0 | 48 | 86 | 14 | 7 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 11 | 0 | 0 | 55 | 0 | 0 | 27 | 18 | 0 | 74 | 64 | 28 | 14 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 11 | 0 | 0 | 45 | 18 | 9 | 9 | 18 | 0 | 72 | 67 | 27 | 15 |
| | STANSTED | LEISURE INTERNATIONAL | C | A | 5 | 0 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 79 | 40 | 50 | 5 |
| | STANSTED | LEISURE INTERNATIONAL | C | D | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 58 | 100 | 9 | 5 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 12 | 0 | 0 | 0 | 17 | 33 | 42 | 0 | 8 | 87 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 12 | 0 | 0 | 50 | 8 | 17 | 25 | 0 | 0 | 31 | 0 | 0 | 0 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | GATWICK | MONARCH AIRLINES | C | A | 14 | 1 | 0 | 7 | 7 | 14 | 50 | 21 | 0 | 117 | 19 | 52 | 26 |
| | GATWICK | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 14 | 36 | 14 | 29 | 7 | 0 | 73 | 57 | 56 | 28 |
| | LUTON | MONARCH AIRLINES | C | A | 6 | 0 | 1 | 50 | 0 | 33 | 17 | 0 | 0 | 26 | 17 | 17 | 6 |
| | LUTON | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 26 | 44 | 20 | 9 |
| | LUTON | MONARCH AIRLINES | C | D | 7 | 0 | 0 | 29 | 14 | 43 | 14 | 0 | 0 | 32 | 100 | 3 | 6 |
| | LUTON | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 25 | 67 | 12 | 9 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 18 | 0 | 0 | 6 | 28 | 33 | 28 | 6 | 0 | 58 | 29 | 32 | 14 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 18 | 0 | 0 | 56 | 33 | 6 | 6 | 0 | 0 | 19 | 81 | 17 | 16 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 22 | 22 | 33 | 22 | 0 | 0 | 38 | 0 | 0 | 0 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 16 | 0 | 1 | 13 | 13 | 25 | 44 | 6 | 0 | 57 | 25 | 53 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 16 | 0 | 1 | 63 | 19 | 13 | 6 | 0 | 0 | 23 | 40 | 34 | 5 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 7 | 2 | 2 | 29 | 29 | 14 | 14 | 14 | 0 | 61 | 43 | 10 | 7 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 33 | 22 | 22 | 11 | 11 | 0 | 59 | 29 | 36 | 7 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 27 | 2 | 1 | 48 | 11 | 22 | 15 | 4 | 0 | 37 | 17 | 85 | 18 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 27 | 2 | 0 | 33 | 22 | 15 | 22 | 4 | 4 | 59 | 65 | 21 | 20 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 100 | 0 | 196 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 1 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 160 | 0 | 0 | 0 |
| | GATWICK | OASIS INTERNATIONAL | C | A | 4 | 0 | 1 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 100 | 8 | 2 |
| | GATWICK | OASIS INTERNATIONAL | C | D | 5 | 0 | 1 | 60 | 20 | 20 | 0 | 0 | 0 | 21 | 100 | 3 | 2 |
| | GLASGOW | OASIS INTERNATIONAL | C | A | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 84 | 67 | 26 | 6 |
| | GLASGOW | OASIS INTERNATIONAL | C | D | 3 | 0 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 119 | 44 | 49 | 9 |
| | MANCHESTER | OASIS INTERNATIONAL | C | A | 3 | 0 | 2 | 0 | 0 | 33 | 33 | 33 | 0 | 106 | 18 | 40 | 11 |
| | MANCHESTER | OASIS INTERNATIONAL | C | D | 4 | 0 | 2 | 0 | 0 | 50 | 25 | 25 | 0 | 98 | 18 | 53 | 11 |
| | GATWICK | VIVA | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 41 | 0 | 0 | 0 |
| | GATWICK | VIVA | C | D | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 54 | 0 | 0 | 0 |
| | GLASGOW | VIVA | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 136 | 0 | 0 | 0 |
| | LUTON | VIVA | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 39 | 0 | 0 | 0 |
| | LUTON | VIVA | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 45 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | | | 812 | 15 | 45 | 37 | 14 | 20 | 22 | 5 | 1 | 52 | 60 | 24 | 24 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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) | | | | | | | | | | |
| TIREE | GLASGOW | LOGANAIR | S | A | 20 | 1 | 0 | 70 | 5 | 15 | 10 | 0 | 0 | 18 | 29 | 31 | 21 |
| | GLASGOW | LOGANAIR | S | D | 21 | 0 | 0 | 67 | 10 | 14 | 5 | 0 | 5 | 33 | 81 | 15 | 21 |
| TOTAL TIREE | | | | | 41 | 1 | 0 | 68 | 7 | 15 | 7 | 0 | 2 | 26 | 55 | 23 | 23 |
| TOBAGO | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 1 | 0 | 0 | 50 | 25 | 25 | 0 | 124 | 0 | 30 | 1 |
| TOTAL TOBAGO | | | | | 4 | 0 | 1 | 0 | 0 | 50 | 25 | 25 | 0 | 124 | 0 | 30 | 30 |
| TOKYO (NARITA) | HEATHROW | AEROFLOT | S | A | 8 | 0 | 1 | 0 | 13 | 13 | 63 | 13 | 0 | 94 | 0 | 99 | 9 |
| | HEATHROW | AEROFLOT | S | D | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 29 | 44 | 42 | 9 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | A | 32 | 0 | 0 | 66 | 25 | 9 | 0 | 0 | 4 | 81 | -2 | 32 | |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 32 | 0 | 0 | 69 | 25 | 3 | 3 | 0 | 0 | 14 | 66 | 19 | 32 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 1 | 77 | 5 | 9 | 5 | 2 | 2 | 22 | 76 | -2 | 59 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 57 | 0 | 1 | 56 | 25 | 14 | 4 | 2 | 0 | 21 | 78 | 14 | 60 |
| | HEATHROW | JAPAN AIRLINES | S | A | 38 | 0 | 3 | 68 | 13 | 8 | 8 | 0 | 3 | 28 | 63 | 14 | 35 |
| | HEATHROW | JAPAN AIRLINES | S | D | 35 | 0 | 6 | 66 | 23 | 6 | 6 | 0 | 0 | 16 | 68 | 23 | 34 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 26 | 0 | 1 | 69 | 4 | 19 | 4 | 4 | 0 | 13 | 52 | 24 | 25 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 26 | 0 | 1 | 65 | 19 | 8 | 8 | 0 | 0 | 18 | 67 | 22 | 27 |
| TOTAL TOKYO (NARITA) | | | | | 321 | 1 | 14 | 65 | 17 | 9 | 7 | 1 | 1 | 20 | 68 | 15 | 15 |
| TORONTO | GLASGOW | AIR CANADA | S | A | 23 | 0 | 0 | 13 | 4 | 22 | 52 | 9 | 0 | 81 | 67 | 18 | 12 |
| | GLASGOW | AIR CANADA | S | D | 23 | 0 | 0 | 22 | 9 | 30 | 39 | 0 | 0 | 57 | 58 | 22 | 12 |
| | HEATHROW | AIR CANADA | S | A | 55 | 0 | 0 | 18 | 15 | 20 | 42 | 4 | 2 | 84 | 42 | 25 | 53 |
| | HEATHROW | AIR CANADA | S | D | 52 | 1 | 1 | 40 | 27 | 21 | 8 | 2 | 2 | 37 | 42 | 32 | 55 |
| | MANCHESTER | AIR CANADA | S | A | 23 | 0 | 0 | 17 | 0 | 22 | 52 | 9 | 0 | 87 | 83 | -2 | 12 |
| | MANCHESTER | AIR CANADA | S | D | 23 | 0 | 0 | 4 | 22 | 30 | 39 | 4 | 0 | 71 | 83 | 15 | 12 |
| | GLASGOW | AIR CLUB INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 66 | 0 | 0 | 0 |
| | GLASGOW | AIR CLUB INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 76 | 0 | 0 | 0 |
| | MANCHESTER | AIR CLUB INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 188 | 0 | 0 | 0 |
| | MANCHESTER | AIR CLUB INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 198 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|------------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TORONTO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 10 | 2 | 1 | 0 | 0 | 40 | 60 | 0 | 0 | 84 | 23 | 32 | 13 | |
| | HEATHROW | AIR INDIA | S | D | 11 | 2 | 2 | 9 | 0 | 36 | 45 | 9 | 0 | 73 | 23 | 51 | 13 | |
| | GATWICK | AIR TRANSAT | C | A | 3 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 44 | 50 | 20 | 2 | |
| | GATWICK | AIR TRANSAT | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 50 | 17 | 2 | |
| | GLASGOW | AIR TRANSAT | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 50 | 50 | 30 | 2 | |
| | GLASGOW | AIR TRANSAT | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 39 | 50 | 75 | 2 | |
| | MANCHESTER | AIR TRANSAT | C | A | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 30 | 0 | 27 | 1 | |
| | MANCHESTER | AIR TRANSAT | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 58 | 0 | 23 | 1 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 26 | 10 | 35 | 19 | 10 | 0 | 59 | 77 | 4 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 58 | 13 | 16 | 13 | 0 | 0 | 29 | 61 | 16 | 31 | |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | A | 31 | 0 | 0 | 10 | 19 | 26 | 42 | 3 | 0 | 64 | 77 | 8 | 31 | |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | D | 30 | 0 | 1 | 47 | 20 | 23 | 0 | 3 | 7 | 46 | 81 | 16 | 31 | |
| TOTAL TORONTO | | | | | 371 | 5 | 5 | 26 | 13 | 24 | 31 | 4 | 1 | 62 | 57 | 21 | 21 | |
| TOULOUSE (BLAGNAC) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR FRANCE | S | A | 56 | 0 | 2 | 63 | 21 | 11 | 4 | 2 | 0 | 15 | 80 | 7 | 30 | |
| | HEATHROW | AIR FRANCE | S | D | 56 | 0 | 2 | 80 | 11 | 4 | 2 | 4 | 0 | 15 | 86 | -5 | 29 | |
| | GATWICK | AIR LIB | S | A | 44 | 0 | 1 | 50 | 30 | 7 | 11 | 0 | 2 | 34 | 0 | 0 | 0 | |
| | GATWICK | AIR LIB | S | D | 44 | 0 | 1 | 70 | 11 | 5 | 7 | 7 | 0 | 32 | 0 | 0 | 0 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 69 | 0 | 28 | 2 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 2 | 2 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 56 | 0 | 1 | 73 | 9 | 11 | 7 | 0 | 0 | 17 | 93 | 0 | 60 | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 57 | 0 | 1 | 81 | 11 | 4 | 5 | 0 | 0 | 10 | 97 | 1 | 59 | |
| | BIRMINGHAM | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 100 | 6 | 2 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 16 | 2 | |
| | GLASGOW | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | 4 | 2 | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 1 | 33 | 67 | 0 | 0 | 0 | 0 | 21 | 0 | 83 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 85 | 4 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|----------------------------------|-------------------|----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOULOUSE (BLAGNAC) | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 35 | 2 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| TOTAL TOULOUSE (BLAGNAC) | | | | | 343 | 3 | 15 | 70 | 15 | 7 | 6 | 2 | 0 | 19 | 84 | 7 | 7 |
| TOURS | | | | | | | | | | | | | | | | | |
| TREVISO | | | | | | | | | | | | | | | | | |
| TRIVANDRUM | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 146 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 55 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL TRIVANDRUM | | | | | 17 | 0 | 0 | 47 | 6 | 12 | 29 | 6 | 0 | 49 | 0 | 0 | 0 |
| TROMSOE | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 40 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL TROMSOE | | | | | 7 | 6 | 0 | 43 | 14 | 29 | 14 | 0 | 0 | 29 | 0 | 0 | 0 |
| TRONDHEIM (VAERNES) | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -17 | 0 | 25 | 2 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 0 | 25 | 2 |
| TOTAL TRONDHEIM (VAERNES) | | | | | 8 | 1 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 7 | 50 | 15 | 15 |
| TUNIS | HEATHROW | GB AIRWAYS LTD | S | A | 12 | 0 | 0 | 42 | 17 | 17 | 17 | 8 | 0 | 44 | 54 | 15 | 13 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 12 | 0 | 0 | 67 | 0 | 8 | 25 | 0 | 0 | 36 | 69 | 12 | 13 |
| | HEATHROW | TUNISAIR | S | A | 13 | 1 | 0 | 38 | 23 | 23 | 15 | 0 | 0 | 32 | 58 | 21 | 12 |
| | HEATHROW | TUNISAIR | S | D | 13 | 1 | 0 | 31 | 15 | 38 | 8 | 8 | 0 | 45 | 67 | 18 | 12 |
| TOTAL TUNIS | | | | | 50 | 2 | 0 | 44 | 14 | 22 | 16 | 4 | 0 | 39 | 62 | 16 | 16 |
| TURIN | HEATHROW | ALITALIA | S | A | 29 | 0 | 1 | 76 | 10 | 7 | 7 | 0 | 0 | 11 | 67 | 20 | 27 |
| | HEATHROW | ALITALIA | S | D | 30 | 0 | 1 | 63 | 23 | 7 | 3 | 3 | 0 | 12 | 85 | 8 | 27 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | | |
|----------------------|-------------------|--------------------------|-------------------|-------------|-------------------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| TURIN | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 81 | 50 | 19 | 2 | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 37 | 50 | 29 | 4 | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 100 | 9 | 2 | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 48 | 0 | 4 | 60 | 19 | 10 | 8 | 2 | 0 | 19 | 54 | 22 | 26 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 48 | 0 | 4 | 71 | 21 | 8 | 0 | 0 | 0 | 9 | 76 | 22 | 25 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 100 | 11 | 2 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 4 | 0 | 1 | 25 | 0 | 50 | 25 | 0 | 0 | 56 | 0 | 60 | 2 | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 50 | 55 | 4 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | A | 3 | 0 | 2 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 100 | 1 | 1 | |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 100 | 1 | 2 | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 37 | 33 | 24 | 3 | |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 75 | 13 | 4 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | -2 | 3 | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | |
| TOTAL TURIN | | | | | 210 | 3 | 20 | 62 | 20 | 10 | 7 | 1 | 0 | 16 | 70 | 18 | 18 | |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | | | |
|------------------------|-------------------|------------------------------|----------------|----------|-------------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|------------|----------|
| | | | | | MATCHED | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | Actual (7) | Plan (8) |
| VAGAR | | | | | | | | | | | | | | | | | | |
| VALENCIA | | | | | | | | | | | | | | | | | | |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | A | 17 | 0 | 0 | 29 | 6 | 41 | 18 | 0 | 62 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | D | 17 | 0 | 0 | 59 | 18 | 18 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 83 | 13 | 3 | 0 | 0 | 6 | 80 | 3 | 30 | 0 | 0 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 77 | 10 | 7 | 7 | 0 | 9 | 80 | 14 | 30 | 0 | 0 |
| TOTAL VALENCIA | | | | | 98 | 0 | 0 | 65 | 13 | 14 | 5 | 0 | 24 | 76 | 10 | 10 | | |
| VALLADOLID | | | | | | | | | | | | | | | | | | |
| VANCOUVER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 30 | 0 | 0 | 10 | 10 | 27 | 37 | 10 | 7 | 97 | 6 | 72 | 31 | 0 |
| | HEATHROW | AIR CANADA | S | D | 30 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 36 | 45 | 22 | 31 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 80 | 3 | 3 | 13 | 0 | 8 | 72 | -2 | 29 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 77 | 10 | 3 | 10 | 0 | 14 | 77 | 23 | 30 | 0 | 0 |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | A | 30 | 0 | 1 | 37 | 20 | 27 | 13 | 3 | 38 | 42 | 32 | 31 | 0 | 0 |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | D | 31 | 0 | 0 | 35 | 39 | 10 | 13 | 3 | 35 | 74 | 11 | 31 | 0 | 0 |
| TOTAL VANCOUVER | | | | | 181 | 0 | 1 | 45 | 19 | 14 | 17 | 3 | 38 | 52 | 27 | 27 | | |
| VARADERO | | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 28 | 0 | 48 | 2 | 0 | 0 |
| TOTAL VARADERO | | | | | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 25 | 0 | 101 | 101 | | |
| VENICE | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR FOYLE PASSENGER AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 12 | 50 | 39 | 2 | 0 | 0 |
| | GATWICK | AIR FOYLE PASSENGER AIRLINES | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 53 | 50 | 47 | 2 | 0 | 0 |
| | GATWICK | ALITALIA | S | A | 57 | 0 | 2 | 58 | 28 | 5 | 9 | 0 | 18 | 87 | 11 | 31 | 0 | 0 |
| | GATWICK | ALITALIA | S | D | 57 | 1 | 2 | 70 | 7 | 16 | 7 | 0 | 16 | 77 | 13 | 31 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 53 | 27 | 3 | 13 | 3 | 26 | 77 | 14 | 30 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 60 | 20 | 10 | 7 | 3 | 27 | 70 | 12 | 30 | 0 | 0 |
| | GATWICK | BRITISH WORLD AIRLINES LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|----------------------|-------------------|--------------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| VENICE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH WORLD AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 63 | 13 | 8 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 32 | 63 | 15 | 8 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 7 | 1 | 0 | 14 | 29 | 43 | 0 | 14 | 0 | 54 | 0 | 55 | 9 |
| | GATWICK | MONARCH AIRLINES | C | D | 7 | 0 | 0 | 57 | 0 | 14 | 29 | 0 | 0 | 45 | 56 | 2 | 9 |
| TOTAL VENICE | | | | | 214 | 3 | 4 | 58 | 20 | 11 | 10 | 1 | 0 | 23 | 66 | 29 | 29 |
| VERONA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 53 | 0 | 1 | 53 | 13 | 11 | 13 | 8 | 2 | 62 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 53 | 0 | 1 | 55 | 15 | 19 | 9 | 2 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| | MANCHESTER | FIRST CHOICE AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 50 | 20 | 2 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 308 | 0 | 49 | 4 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 326 | 50 | 33 | 2 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 50 | 71 | 2 |
| TOTAL VERONA | | | | | 120 | 0 | 7 | 53 | 13 | 17 | 10 | 4 | 4 | 57 | 78 | 16 | 16 |
| VIENNA | | | | | | | | | | | | | | | | | |
| | HEATHROW | AUSTRIAN AIRLINES | S | A | 105 | 0 | 1 | 53 | 13 | 19 | 12 | 2 | 0 | 29 | 75 | 12 | 89 |
| | HEATHROW | AUSTRIAN AIRLINES | S | D | 106 | 1 | 1 | 61 | 12 | 16 | 8 | 2 | 0 | 23 | 89 | 5 | 91 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 56 | 0 | 2 | 27 | 25 | 34 | 11 | 4 | 0 | 41 | 80 | 9 | 59 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 58 | 0 | 0 | 66 | 12 | 9 | 10 | 3 | 0 | 27 | 83 | 7 | 59 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 88 | 0 | 1 | 50 | 19 | 10 | 20 | 0 | 0 | 29 | 73 | 18 | 89 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 88 | 0 | 1 | 53 | 25 | 15 | 7 | 0 | 0 | 21 | 81 | 10 | 90 |
| | GATWICK | LAUDA-AIR | S | A | 19 | 0 | 0 | 42 | 16 | 32 | 11 | 0 | 0 | 27 | 44 | 40 | 18 |
| | GATWICK | LAUDA-AIR | S | D | 19 | 0 | 0 | 42 | 21 | 21 | 16 | 0 | 0 | 28 | 50 | 32 | 18 |
| | MANCHESTER | LAUDA-AIR | S | A | 26 | 0 | 0 | 65 | 19 | 8 | 8 | 0 | 0 | 16 | 64 | 13 | 25 |
| | MANCHESTER | LAUDA-AIR | S | D | 26 | 0 | 0 | 65 | 27 | 0 | 8 | 0 | 0 | 14 | 76 | 6 | 25 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | DEC 1994 | | | | |
|----------------------|-------------------|-----------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| VIENNA | | | | | | | | | | | | | | | | | |
| TOTAL VIENNA | | | | | 591 | 1 | 6 | 53 | 18 | 16 | 11 | 1 | 0 | 26 | 77 | 12 | 12 |
| VILNIUS | | | | | | | | | | | | | | | | | |
| | HEATHROW | LITHUANIA AIRLINES | S | A | 16 | 0 | 2 | 69 | 6 | 19 | 0 | 6 | 0 | 27 | 69 | 7 | 16 |
| | HEATHROW | LITHUANIA AIRLINES | S | D | 16 | 0 | 2 | 69 | 13 | 6 | 6 | 6 | 0 | 30 | 75 | 10 | 16 |
| TOTAL VILNIUS | | | | | 32 | 0 | 4 | 69 | 9 | 13 | 3 | 6 | 0 | 29 | 72 | 8 | 8 |
| VITORIA | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 69 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL VITORIA | | | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 51 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 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 |
| WARSAW | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 40 | 2 | 2 | 35 | 23 | 33 | 10 | 0 | 0 | 32 | 64 | 22 | 42 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 41 | 0 | 1 | 39 | 37 | 20 | 5 | 0 | 0 | 26 | 71 | 12 | 42 |
| | HEATHROW | LOT-POLISH AIRLINES | S | A | 39 | 0 | 0 | 56 | 23 | 10 | 10 | 0 | 0 | 19 | 67 | 25 | 36 |
| | HEATHROW | LOT-POLISH AIRLINES | S | D | 44 | 0 | 0 | 57 | 14 | 18 | 9 | 2 | 0 | 25 | 74 | 17 | 38 |
| TOTAL WARSAW | | | | | 164 | 2 | 3 | 47 | 24 | 20 | 9 | 1 | 0 | 26 | 69 | 19 | 19 |
| WASHINGTON (DULLES) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 1 | 1 | 48 | 21 | 17 | 7 | 7 | 0 | 32 | 83 | 4 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 43 | 23 | 13 | 13 | 3 | 3 | 82 | 60 | 27 | 30 |
| | HEATHROW | UNITED AIRLINES | S | A | 53 | 0 | 0 | 23 | 42 | 25 | 8 | 4 | 0 | 39 | 59 | 9 | 49 |
| | HEATHROW | UNITED AIRLINES | S | D | 53 | 0 | 0 | 55 | 23 | 17 | 6 | 0 | 0 | 21 | 72 | 17 | 46 |
| TOTAL WASHINGTON (DULLES) | | | | | 165 | 1 | 1 | 41 | 28 | 19 | 8 | 3 | 1 | 40 | 65 | 15 | 15 |
| WATERFORD | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | A | 21 | 0 | 3 | 81 | 5 | 5 | 10 | 0 | 0 | 16 | 90 | 0 | 30 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | D | 24 | 0 | 0 | 79 | 4 | 4 | 4 | 8 | 0 | 28 | 86 | 12 | 35 |
| | LUTON | SCOT AIRWAYS | S | A | 38 | 1 | 12 | 37 | 34 | 18 | 8 | 3 | 0 | 34 | 48 | 26 | 29 |
| | LUTON | SCOT AIRWAYS | S | D | 44 | 2 | 6 | 77 | 5 | 16 | 2 | 0 | 0 | 8 | 90 | 4 | 30 |
| TOTAL WATERFORD | | | | | 127 | 3 | 21 | 66 | 13 | 13 | 6 | 2 | 0 | 21 | 79 | 10 | 10 |
| WINDHOEK | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR NAMIBIA | S | A | 13 | 0 | 0 | 31 | 38 | 23 | 8 | 0 | 0 | 26 | 86 | -8 | 14 |
| | HEATHROW | AIR NAMIBIA | S | D | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 13 | 79 | 11 | 14 |
| TOTAL WINDHOEK | | | | | 26 | 0 | 0 | 46 | 35 | 15 | 4 | 0 | 0 | 19 | 82 | 1 | 1 |

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | DEC 1994 | | | |
|-----------------------|-------------------|---------------------|----------------|----------|-------------------|------------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 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 | 30 | 0 | 1 | 50 | 23 | 23 | 3 | 0 | 0 | 25 | 50 | 36 | 26 |
| | HEATHROW | CROATIA AIRLINES | S | D | 30 | 0 | 1 | 30 | 30 | 27 | 10 | 3 | 0 | 38 | 69 | 18 | 26 |
| TOTAL ZAGREB | | | | | 61 | 0 | 2 | 39 | 26 | 25 | 8 | 2 | 0 | 32 | 60 | 27 | 27 |
| ZARAGOZA | STANSTED | AVIACO | S | A | 12 | 0 | 1 | 75 | 0 | 0 | 17 | 8 | 0 | 35 | 0 | 0 | 0 |
| | STANSTED | AVIACO | S | D | 13 | 0 | 0 | 77 | 0 | 0 | 23 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL ZARAGOZA | | | | | 25 | 0 | 1 | 76 | 0 | 0 | 20 | 4 | 0 | 34 | 0 | 0 | 0 |
| ZURICH | MANCHESTER | AER LINGUS | S | A | 23 | 0 | 1 | 74 | 22 | 4 | 0 | 0 | 0 | 5 | 88 | 8 | 26 |
| | MANCHESTER | AER LINGUS | S | D | 24 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 4 | 76 | 12 | 25 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 113 | 0 | 1 | 42 | 24 | 20 | 13 | 0 | 0 | 27 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 113 | 0 | 2 | 51 | 27 | 12 | 10 | 1 | 0 | 24 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 111 | 0 | 2 | 47 | 26 | 13 | 13 | 2 | 0 | 32 | 75 | 11 | 109 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 111 | 0 | 2 | 56 | 15 | 18 | 9 | 2 | 0 | 27 | 79 | 13 | 110 |
| | LUTON | EASYJET SWITZERLAND | C | A | 8 | 1 | 1 | 50 | 38 | 0 | 0 | 0 | 13 | 89 | 0 | 0 | 0 |
| | LUTON | EASYJET SWITZERLAND | C | D | 8 | 1 | 1 | 38 | 38 | 13 | 0 | 0 | 13 | 96 | 0 | 0 | 0 |
| | GATWICK | FLIGHTLINE LTD | C | A | 40 | 0 | 1 | 60 | 10 | 15 | 10 | 5 | 0 | 40 | 66 | 35 | 47 |
| | GATWICK | FLIGHTLINE LTD | C | D | 40 | 0 | 1 | 58 | 15 | 18 | 8 | 0 | 3 | 32 | 73 | 26 | 49 |
| | STANSTED | KLM UK LTD | S | A | 48 | 0 | 0 | 73 | 8 | 10 | 8 | 0 | 0 | 14 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 48 | 0 | 0 | 58 | 21 | 15 | 6 | 0 | 0 | 20 | 0 | 0 | 0 |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 48 | 0 | 1 | 63 | 19 | 10 | 8 | 0 | 0 | 19 | 84 | 9 | 25 |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 48 | 0 | 1 | 44 | 21 | 21 | 15 | 0 | 0 | 30 | 74 | 11 | 27 |
| | HEATHROW | SWISSAIR | S | A | 150 | 0 | 0 | 49 | 25 | 15 | 11 | 0 | 0 | 25 | 78 | 7 | 151 |
| | HEATHROW | SWISSAIR | S | D | 150 | 0 | 0 | 52 | 27 | 13 | 8 | 1 | 0 | 23 | 76 | 13 | 151 |
| | MANCHESTER | SWISSAIR | S | A | 30 | 0 | 0 | 73 | 7 | 13 | 7 | 0 | 0 | 11 | 63 | 14 | 30 |
| | MANCHESTER | SWISSAIR | S | D | 30 | 0 | 0 | 77 | 20 | 3 | 0 | 0 | 0 | 10 | 93 | 1 | 30 |
| TOTAL ZURICH | | | | | 1143 | 2 | 14 | 54 | 22 | 14 | 9 | 1 | 0 | 25 | 78 | 12 | 12 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1995

Reporting Airport: BIRMINGHAM (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 400 | 0 | 6 | 75 | 12 | 7 | 6 | 0 | 0 | 12 | 82 | 10 | 404 | |
| DUBLIN | 487 | 5 | 15 | 76 | 11 | 8 | 5 | 0 | 0 | 11 | 86 | 3 | 435 | |
| NEW YORK (JF KENNEDY) | 58 | 0 | 2 | 59 | 21 | 10 | 7 | 3 | 0 | 22 | 90 | -4 | 58 | |
| PALMA DE MALLORCA | 27 | 1 | 0 | 67 | 15 | 11 | 7 | 0 | 0 | 16 | 80 | 7 | 25 | |
| PARIS (CHARLES DE GAULLE) | 347 | 3 | 29 | 74 | 10 | 7 | 9 | 0 | 0 | 17 | 94 | 2 | 426 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 439 | 28 | 15 | 54 | 14 | 15 | 14 | 3 | 1 | 34 | 70 | 16 | 406 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4555 | 34 | 166 | 75 | 11 | 7 | 6 | 1 | 0 | 14 | 88 | 4 | 4379 | |
| AIRPORT TOTAL | 4994 | 62 | 181 | 73 | 11 | 8 | 7 | 1 | 0 | 15 | 86 | 5 | 4785 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1995

Reporting Airport: GATWICK (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 406 | 1 | 18 | 62 | 20 | 10 | 7 | 1 | 0 | 21 | 72 | 17 | 255 | |
| ATHENS | 175 | 0 | 9 | 33 | 17 | 21 | 22 | 5 | 1 | 59 | 47 | 40 | 153 | |
| DUBLIN | 454 | 2 | 32 | 66 | 19 | 10 | 5 | 0 | 0 | 13 | 85 | 7 | 350 | |
| NEW YORK (JF KENNEDY) | 56 | 0 | 4 | 52 | 21 | 11 | 11 | 4 | 2 | 44 | 83 | 19 | 58 | |
| PALMA DE MALLORCA | 74 | 0 | 9 | 47 | 14 | 15 | 23 | 1 | 0 | 38 | 54 | 20 | 69 | |
| PARIS (CHARLES DE GAULLE) | 273 | 0 | 50 | 73 | 10 | 7 | 8 | 1 | 0 | 18 | 84 | 7 | 327 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 3001 | 63 | 164 | 38 | 16 | 20 | 20 | 4 | 1 | 50 | 51 | 35 | 2754 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 10906 | 28 | 550 | 61 | 16 | 12 | 9 | 1 | 0 | 23 | 77 | 12 | 9704 | |
| AIRPORT TOTAL | 13907 | 91 | 714 | 56 | 16 | 14 | 11 | 2 | 0 | 29 | 71 | 17 | 12458 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1995

Reporting Airport: GLASGOW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 164 | 0 | 2 | 67 | 12 | 14 | 7 | 1 | 0 | 14 | 58 | 19 | 187 |
| DUBLIN | 165 | 5 | 17 | 75 | 12 | 6 | 7 | 1 | 0 | 13 | 88 | 2 | 239 |
| PALMA DE MALLORCA | 26 | 0 | 0 | 73 | 12 | 12 | 4 | 0 | 0 | 13 | 71 | 14 | 17 |
| PARIS (CHARLES DE GAULLE) | 28 | 0 | 0 | 75 | 11 | 11 | 4 | 0 | 0 | 13 | 84 | 7 | 222 |
| CHARTERED FLIGHTS(ALL ROUTES) | 393 | 10 | 49 | 46 | 12 | 14 | 22 | 5 | 1 | 54 | 57 | 19 | 305 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4677 | 68 | 234 | 69 | 12 | 9 | 8 | 2 | 0 | 22 | 80 | 10 | 4646 |
| AIRPORT TOTAL | 5070 | 78 | 283 | 67 | 12 | 9 | 9 | 2 | 0 | 25 | 79 | 10 | 4951 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1995

Reporting Airport: HEATHROW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 1343 | 1 | 26 | 61 | 16 | 12 | 9 | 1 | 1 | 24 | 80 | 12 | 1321 | |
| ATHENS | 306 | 3 | 6 | 55 | 22 | 15 | 8 | 1 | 0 | 19 | 65 | 18 | 305 | |
| DUBLIN | 1213 | 6 | 27 | 59 | 20 | 13 | 7 | 1 | 0 | 21 | 85 | 13 | 1246 | |
| NEW YORK (JF KENNEDY) | 1060 | 4 | 26 | 47 | 18 | 17 | 15 | 3 | 0 | 37 | 78 | 11 | 1011 | |
| PALMA DE MALLORCA | 118 | 0 | 0 | 66 | 18 | 11 | 4 | 1 | 0 | 16 | 90 | 0 | 119 | |
| PARIS (CHARLES DE GAULLE) | 1366 | 2 | 87 | 64 | 14 | 11 | 10 | 2 | 0 | 21 | 83 | 9 | 1506 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 65 | 21 | 130 | 20 | 23 | 18 | 31 | 5 | 3 | 101 | 52 | 20 | 64 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 32699 | 150 | 776 | 58 | 18 | 13 | 9 | 1 | 0 | 24 | 75 | 14 | 32484 | |
| AIRPORT TOTAL | 32764 | 171 | 906 | 58 | 18 | 13 | 9 | 1 | 0 | 24 | 75 | 14 | 32548 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1995

Reporting Airport: LUTON (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 126 | 0 | 21 | 75 | 10 | 7 | 7 | 1 | 0 | 14 | 0 | 0 | 0 |
| DUBLIN | 156 | 6 | 17 | 78 | 11 | 7 | 4 | 0 | 0 | 8 | 84 | 5 | 120 |
| PALMA DE MALLORCA | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 100 | -2 | 7 |
| PARIS (CHARLES DE GAULLE) | 86 | 1 | 33 | 86 | 3 | 3 | 7 | 0 | 0 | 5 | 92 | 0 | 166 |
| CHARTERED FLIGHTS(ALL ROUTES) | 294 | 41 | 27 | 54 | 13 | 18 | 11 | 3 | 1 | 37 | 65 | 28 | 209 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 991 | 28 | 118 | 73 | 11 | 9 | 6 | 1 | 0 | 15 | 82 | 6 | 616 |
| AIRPORT TOTAL | 1285 | 69 | 145 | 68 | 11 | 11 | 7 | 2 | 0 | 20 | 78 | 11 | 825 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1995

Reporting Airport: MANCHESTER (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 481 | 4 | 26 | 66 | 14 | 10 | 9 | 1 | 0 | 19 | 75 | 9 | 444 | |
| ATHENS | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 86 | 5 | 43 | |
| DUBLIN | 576 | 1 | 11 | 80 | 7 | 8 | 5 | 1 | 0 | 10 | 88 | 3 | 486 | |
| NEW YORK (JF KENNEDY) | 61 | 2 | 1 | 54 | 23 | 7 | 16 | 0 | 0 | 26 | 84 | 9 | 98 | |
| PALMA DE MALLORCA | 59 | 3 | 4 | 63 | 17 | 12 | 8 | 0 | 0 | 18 | 75 | 21 | 55 | |
| PARIS (CHARLES DE GAULLE) | 370 | 0 | 43 | 78 | 8 | 6 | 5 | 2 | 0 | 14 | 91 | 3 | 441 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 1868 | 58 | 103 | 48 | 16 | 16 | 16 | 3 | 1 | 35 | 64 | 22 | 1640 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 7407 | 56 | 362 | 73 | 12 | 8 | 6 | 1 | 0 | 14 | 82 | 7 | 7565 | |
| AIRPORT TOTAL | 9275 | 114 | 465 | 68 | 13 | 10 | 8 | 1 | 0 | 19 | 79 | 9 | 9205 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 1995

Reporting Airport: STANSTED (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | DEC 1994 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|----------------------|--|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m 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 | 214 | 1 | 2 | 69 | 13 | 7 | 10 | 1 | 0 | 19 | 74 | 12 | 204 | |
| DUBLIN | 574 | 6 | 61 | 75 | 12 | 8 | 3 | 1 | 0 | 14 | 85 | 8 | 445 | |
| PALMA DE MALLORCA | 6 | 1 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 100 | -1 | 8 | |
| PARIS (CHARLES DE GAULLE) | 180 | 4 | 20 | 68 | 8 | 9 | 15 | 0 | 0 | 21 | 0 | 0 | 0 | |
| CHARTERED FLIGHTS(ALL ROUTES) | 300 | 29 | 63 | 45 | 15 | 18 | 12 | 7 | 2 | 52 | 64 | 18 | 239 | |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4039 | 23 | 255 | 72 | 12 | 8 | 7 | 1 | 0 | 16 | 81 | 10 | 3289 | |
| AIRPORT TOTAL | 4339 | 52 | 318 | 70 | 12 | 8 | 8 | 2 | 0 | 19 | 80 | 11 | 3528 | |