

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**March 1996**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

Tel: 020-7453-6258  
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or email [aduoutput@caaerg.org.uk](mailto:aduoutput@caaerg.org.uk)

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

- (i) No account is taken of the different taxi-ing times associated with the terminal building used.
  - (ii) Prior to October 2003 Gatwick recorded the departure time from the stand. With effect from October 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 MARCH 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
INNSBRUCK	LEISURE INTERNATIONAL	C	10	0	0	30	20	20	30	0	0	38	38	39	8
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>39</b>	<b>8</b>
SALZBURG	AIR 2000	C	9	0	1	11	33	56	0	0	0	33	43	42	7
	BRITANNIA AIRWAYS	C	9	0	0	56	22	22	0	0	0	11	100	4	8
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>28</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>17</b>	<b>21</b>
<b>TOTAL VIENNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>-2</b>	<b>3</b>
<b>TOTAL AUSTRIA</b>			<b>30</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>23</b>	<b>33</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>72</b>	<b>21</b>	<b>32</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	136	0	0	73	16	3	4	4	0	19	88	4	187
	BRITISH AIRWAYS PLC	S	104	0	0	89	5	0	3	3	0	12	88	5	108
<b>TOTAL BRUSSELS</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>4</b>	<b>295</b>
<b>TOTAL BELGIUM</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>4</b>	<b>295</b>
<b>BULGARIA</b>															
PLOVDIV	AIR VIA BULGARIAN AIRWAYS	C	10	0	0	60	0	0	20	20	0	58	0	0	0
<b>TOTAL PLOVDIV</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>58</b>	<b>88</b>	<b>-12</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>58</b>	<b>88</b>	<b>-12</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	12	0	0	67	17	0	17	0	0	20	50	34	16
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	11	22	11	0	0	23	0	0	0
<b>TOTAL LARNACA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>34</b>	<b>16</b>
PAPHOS	AIR 2000	S	8	0	0	75	25	0	0	0	0	3	100	-10	10
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	69	11	13
	CYPRUS AIRWAYS	S	4	0	0	100	0	0	0	0	0	4	25	53	4
<b>TOTAL PAPHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>13</b>	<b>35</b>
<b>TOTAL CYPRUS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>19</b>	<b>51</b>
<b>DENMARK</b>															
BILLUND	NEWAIR AIR SERVICE	S	94	0	0	94	6	0	0	0	0	-4	93	2	100
<b>TOTAL BILLUND</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>93</b>	<b>2</b>	<b>100</b>
COPENHAGEN	DUO AIRWAYS LTD	S	95	1	0	76	18	5	1	0	0	10	89	4	98
<b>TOTAL COPENHAGEN</b>			<b>95</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>4</b>	<b>98</b>
<b>TOTAL DENMARK</b>			<b>189</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>3</b>	<b>198</b>
<b>FRANCE</b>															
CHAMBERY	BA CITIEXPRESS (IOM) LTD	C	5	0	0	0	60	40	0	0	0	29	0	0	0
	BRITISH REGIONAL AIRLINES LTD	C	5	0	0	20	40	40	0	0	0	27	0	59	8
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>59</b>	<b>8</b>
LYON	BRITANNIA AIRWAYS	C	10	0	0	20	0	70	10	0	0	47	88	23	8
	DUO AIRWAYS LTD	S	62	0	0	69	11	6	13	0	0	17	84	4	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			72	0	0	62	10	15	13	0	0	21	84	7	70
NICE	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	-14	100	-3	2
TOTAL NICE			2	0	0	100	0	0	0	0	0	-14	100	-3	2
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	151	0	0	91	7	1	2	0	0	5	92	4	154
	BRITISH AIRWAYS PLC	S	318	0	4	90	5	3	2	0	0	6	89	6	331
TOTAL PARIS (CHARLES DE GAULLE)			469	0	4	90	5	2	2	0	0	6	90	5	486
TOULOUSE (BLAGNAC)	AIR 2000	C	10	0	0	100	0	0	0	0	0	-4	100	5	8
TOTAL TOULOUSE (BLAGNAC)			10	0	0	100	0	0	0	0	0	-4	100	5	8
TOTAL FRANCE			563	0	4	85	7	5	3	0	0	8	88	6	576
GERMANY															
DUSSELDORF	BRITISH AIRWAYS PLC	S	218	0	0	96	2	1	0	0	0	-1	89	2	170
	LUFTHANSA CITY LINE	S	102	0	0	83	9	6	2	0	0	7	0	0	0
TOTAL DUSSELDORF			320	0	2	92	4	3	1	0	0	2	85	5	278
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	154	0	2	84	11	5	0	0	0	4	84	7	161
	LUFTHANSA	S	62	0	0	100	0	0	0	0	0	-3	88	5	104
TOTAL FRANKFURT MAIN			216	0	2	88	8	4	0	0	0	2	86	6	265
HAMBURG	BRITISH AIRWAYS PLC	S	21	0	0	71	19	5	5	0	0	11	85	3	41
TOTAL HAMBURG			21	0	0	71	19	5	5	0	0	11	85	3	41
HANOVER	BRITISH AIRWAYS PLC	S	21	0	0	90	5	5	0	0	0	-5	80	16	5
TOTAL HANOVER			21	0	0	90	5	5	0	0	0	-5	80	16	5
MUNICH	BRITISH AIRWAYS PLC	S	62	0	0	92	3	5	0	0	0	-2	89	0	62
	LUFTHANSA CITY LINE	S	120	3	0	84	9	5	2	0	0	7	0	0	0
TOTAL MUNICH			182	3	0	87	7	5	1	0	0	4	89	0	62
STUTTGART	DUO AIRWAYS LTD	S	94	0	0	90	5	3	1	0	0	2	89	3	54
TOTAL STUTTGART			94	0	0	90	5	3	1	0	0	2	89	3	54
TOTAL GERMANY			854	3	4	89	6	4	1	0	0	2	85	5	711
IRISH REPUBLIC															
CONNAUGHT	AER LINGUS	S	9	0	0	67	11	11	11	0	0	16	0	0	0
TOTAL CONNAUGHT			9	0	0	67	11	11	11	0	0	16	0	0	0
CORK	AER LINGUS	S	52	0	0	88	6	0	6	0	0	11	96	0	54
	DUO AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	-2	90	3	52
TOTAL CORK			60	0	0	90	5	0	5	0	0	9	93	1	106
DUBLIN	AER LINGUS	S	265	1	0	82	12	3	3	0	0	9	91	3	285
	RYANAIR	S	296	0	16	82	10	5	2	1	0	9	76	13	202
TOTAL DUBLIN			561	1	16	82	11	4	3	1	0	9	84	7	487
TOTAL IRISH REPUBLIC			630	1	16	83	10	4	3	0	0	9	86	6	593
ITALY															
BERGAMO	MONARCH AIRLINES	C	8	1	1	88	13	0	0	0	0	8	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BERGAMO			8	1	1	88	13	0	0	0	0	8	0	0	0
MILAN (LINATE)	DUO AIRWAYS LTD	S	104	0	0	34	26	34	7	0	0	31	88	5	99
TOTAL MILAN (LINATE)			104	0	0	34	26	34	7	0	0	31	88	5	99
NAPLES	BRITANNIA AIRWAYS	C	9	0	1	44	33	11	11	0	0	27	0	0	0
TOTAL NAPLES			9	0	1	44	33	11	11	0	0	27	0	0	0
ROME (CIAMPINO)	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL ROME (CIAMPINO)			2	0	0	100	0	0	0	0	0	4	0	0	0
TURIN	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	0	17	50	21	8
	BRITISH AIRWAYS PLC	C	9	0	1	44	11	44	0	0	0	18	0	0	0
TOTAL TURIN			19	0	1	53	16	32	0	0	0	17	50	21	8
TOTAL ITALY			142	1	3	41	24	30	6	0	0	27	85	7	107
KAZAKHSTAN															
GURYEV	KAZAKHSTAN AIRLINES	C	10	0	0	0	40	40	20	0	0	52	0	0	0
TOTAL GURYEV			10	0	0	0	40	40	20	0	0	52	0	0	0
TOTAL KAZAKHSTAN			10	0	0	0	40	40	20	0	0	52	0	0	0
MALTA															
MALTA	AIR 2000	C	8	0	0	50	0	0	38	13	0	69	63	10	8
	AIR MALTA	S	8	0	0	75	0	25	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	12	50	30	10
	MY TRAVEL AIRWAYS UK	C	9	0	1	78	11	0	0	0	11	84	0	141	2
TOTAL MALTA			35	0	1	69	9	9	9	3	3	44	45	34	38
TOTAL MALTA			35	0	1	69	9	9	9	3	3	44	45	34	38
NETHERLANDS															
AMSTERDAM	DUO AIRWAYS LTD	S	208	0	0	96	4	0	0	0	0	1	89	4	216
	KLM	S	237	0	1	93	4	2	0	0	0	3	81	8	240
TOTAL AMSTERDAM			445	0	1	94	4	1	0	0	0	2	85	6	456
EINDHOVEN	B A S E BUSINESS AIRLINES	S	84	0	0	79	10	8	4	0	0	8	0	0	0
TOTAL EINDHOVEN			84	0	0	79	10	8	4	0	0	8	0	0	0
TOTAL NETHERLANDS			529	0	1	92	5	2	1	0	0	3	86	6	546
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-1	33	23	9
	LEISURE INTERNATIONAL	C	8	2	0	63	38	0	0	0	0	12	88	2	8
	MONARCH AIRLINES	C	14	0	0	36	29	21	14	0	0	31	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	0	8	0	157	2
TOTAL FARO			38	2	0	66	18	8	8	0	0	16	65	25	37
TOTAL PORTUGAL(EXCLUDING MADEIRA)			38	2	0	66	18	8	8	0	0	16	65	25	37
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	23	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS	C	26	0	0	38	12	31	19	0	0	34	56	15	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	0	10	0	0	11	50	56	2
<b>TOTAL ALICANTE</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>8</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>20</b>	<b>36</b>
<b>ALMERIA</b>	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	10	20	31	10
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>31</b>	<b>10</b>
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	52	0	0	85	12	2	0	2	0	7	71	28	38
<b>TOTAL BARCELONA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>28</b>	<b>38</b>
<b>MALAGA</b>	AIR 2000	C	10	0	0	90	0	10	0	0	0	-1	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	56	33	11	0	0	0	17	50	17	18
	BRITISH AIRWAYS PLC	S	20	0	0	100	0	0	0	0	0	-2	61	12	18
	LEISURE INTERNATIONAL	C	2	2	0	0	0	50	50	0	0	68	50	19	2
	MONARCH AIRLINES	C	10	0	0	60	10	30	0	0	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	0	13	0	0	19	50	25	2
<b>TOTAL MALAGA</b>			<b>68</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>87</b>	<b>64</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	8	0	0	63	38	0	0	0	0	10	78	-3	9
	BRITANNIA AIRWAYS	C	18	0	0	61	28	11	0	0	0	14	39	66	18
	MY TRAVEL AIRWAYS UK	C	8	1	0	75	0	0	25	0	0	20	0	126	2
	SPANAIR	C	6	0	0	50	50	0	0	0	0	17	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>28</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>39</b>	<b>37</b>
<b>TOTAL SPAIN</b>			<b>207</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>49</b>	<b>187</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	8	0	0	100	0	0	0	0	0	-18	100	-10	9
	BRITANNIA AIRWAYS	C	10	0	0	40	10	0	0	10	40	197	75	14	8
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	8	0	0	0
<b>TOTAL ARRECIFE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>15</b>	<b>73</b>	<b>60</b>	<b>22</b>	<b>47</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	5	88	5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	20	50	14	2
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>10</b>	<b>18</b>
<b>LAS PALMAS</b>	AIR 2000	C	8	0	0	88	13	0	0	0	0	-7	100	-10	8
	BRITANNIA AIRWAYS	C	8	0	0	50	13	25	13	0	0	29	88	8	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	0	56	22	22	0	0	43	0	57	2
<b>TOTAL LAS PALMAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>19</b>	<b>41</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	18	0	0	94	6	0	0	0	0	0	70	8	10
	BRITANNIA AIRWAYS	C	18	0	0	67	11	6	17	0	0	21	33	45	18
	LEISURE INTERNATIONAL	C	10	0	0	0	50	10	40	0	0	64	60	14	10
	MONARCH AIRLINES	C	28	0	0	21	25	29	25	0	0	42	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	31	13	19	25	13	0	74	50	39	6
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>14</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>40</b>	<b>30</b>	<b>83</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL SPAIN(CANARY ISLANDS)			157	0	0	52	17	13	14	2	3	38	54	24	189
SWEDEN															
GOTEBORG	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL GOTEBORG			2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL SWEDEN			3	0	0	100	0	0	0	0	0	3	100	7	1
SWITZERLAND															
GENEVA	AIR 2000	C	10	0	0	70	20	10	0	0	0	12	50	29	8
	BRITANNIA AIRWAYS	C	10	0	0	40	10	40	10	0	0	32	25	30	8
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL GENEVA			24	0	0	63	13	21	4	0	0	19	38	29	16
ZURICH	SWISS AIRLINES	S	104	0	0	44	33	20	3	0	0	21	69	14	54
TOTAL ZURICH			104	0	0	44	33	20	3	0	0	21	78	9	108
TOTAL SWITZERLAND			128	0	0	48	29	20	3	0	0	20	73	12	177
TUNISIA															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	6	70	11	10
	MY TRAVEL AIRWAYS UK	C	8	2	2	88	0	13	0	0	0	4	50	17	2
	NOUVELAIR TUNISIE	C	10	0	0	80	10	10	0	0	0	11	0	0	0
TOTAL MONASTIR			26	2	2	81	8	12	0	0	0	7	73	10	26
TOTAL TUNISIA			26	2	2	81	8	12	0	0	0	7	73	10	26
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	C	8	0	0	100	0	0	0	0	0	-9	0	0	0
TOTAL ASHKHABAD			8	0	0	100	0	0	0	0	0	-9	0	0	0
TOTAL TURKMENISTAN			8	0	0	100	0	0	0	0	0	-9	0	0	0
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	55	0	0	85	4	5	5	0	0	6	81	10	54
TOTAL ABERDEEN			55	0	0	85	4	5	5	0	0	6	81	10	54
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	215	0	2	90	5	2	2	0	0	4	95	-1	211
TOTAL BELFAST CITY			215	0	2	90	5	2	2	0	0	4	95	-1	211
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	216	0	0	93	5	2	0	0	0	3	94	1	220
TOTAL BELFAST INTERNATIONAL			216	0	0	93	5	2	0	0	0	3	94	1	220
EAST MIDLANDS	COMMUNITY EXPRESS AIRLINES L	S	75	0	9	92	3	4	1	0	0	3	0	0	0
TOTAL EAST MIDLANDS			75	0	9	92	3	4	1	0	0	3	84	23	69
EDINBURGH	BRITISH AIRWAYS PLC	S	370	0	4	94	4	2	0	0	0	1	91	2	385
TOTAL EDINBURGH			370	0	4	94	4	2	0	0	0	1	91	2	385
GATWICK	COMMUNITY EXPRESS AIRLINES L	S	75	0	9	88	11	1	0	0	0	4	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL GATWICK			78	1	9	87	10	3	0	0	0	5	0	0	0
GLASGOW	AIR 2000	C	7	0	1	71	29	0	0	0	0	6	88	5	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GLASGOW	BRITISH AIRWAYS PLC	S	429	0	4	87	7	5	1	0	0	6	90	4	448
<b>TOTAL GLASGOW</b>			<b>436</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>4</b>	<b>456</b>
GUERNSEY	JERSEY EUROPEAN AIRWAYS	S	15	0	0	87	13	0	0	0	0	3	92	4	62
<b>TOTAL GUERNSEY</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>2</b>	<b>124</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	104	1	0	95	1	2	0	2	0	5	96	1	98
<b>TOTAL ISLE OF MAN</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>1</b>	<b>98</b>
JERSEY	JERSEY EUROPEAN AIRWAYS	S	109	0	0	93	4	4	0	0	0	2	0	0	0
<b>TOTAL JERSEY</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>36</b>	<b>57</b>
KIRKWALL	BRITISH AIRWAYS PLC	S	38	0	1	82	11	5	3	0	0	7	91	5	45
<b>TOTAL KIRKWALL</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>45</b>
NEWCASTLE	DUO AIRWAYS LTD	S	161	0	7	89	4	4	3	0	0	5	95	1	180
<b>TOTAL NEWCASTLE</b>			<b>161</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>1</b>	<b>180</b>
STANSTED	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	-1	0	0	0
<b>TOTAL STANSTED</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1882</b>	<b>3</b>	<b>39</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>1899</b>
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	73	11	5	8	3	0	19	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	61	0	1	56	25	13	7	0	0	18	82	0	60
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>25</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>0</b>	<b>60</b>
ORLANDO	LEISURE INTL AIRWAYS LTD	C	6	0	0	33	17	17	33	0	0	62	0	0	0
<b>TOTAL ORLANDO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>130</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>0</b>	<b>60</b>
<b>TOTAL BIRMINGHAM</b>			<b>5861</b>	<b>18</b>	<b>72</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>5741</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
ORAN ES SENIA	AIR ALGERIE	C	16	0	0	94	6	0	0	0	0	-3	0	0	0
TOTAL ORAN ES SENIA			16	0	0	94	6	0	0	0	0	-3	0	0	0
TOTAL ALGERIA			16	0	0	94	6	0	0	0	0	-3	0	0	0
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITANNIA AIRWAYS	C	4	0	0	25	0	0	50	25	0	113	0	0	0
	CALEDONIAN AIRWAYS	C	6	0	0	50	0	0	0	33	17	236	60	2	5
TOTAL ANTIGUA			10	0	0	40	0	0	20	30	10	187	79	-2	14
TOTAL ANTIGUA AND BARBUDA			10	0	0	40	0	0	20	30	10	187	79	-2	14
<b>AUSTRALIA</b>															
MELBOURNE	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	14	0	23	2
TOTAL MELBOURNE			4	0	0	50	25	25	0	0	0	14	0	23	2
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	3	0	0	0	0	33	67	0	0	90	67	9	3
TOTAL PERTH (AUSTRALIA)			3	0	0	0	0	33	67	0	0	90	67	9	3
SYDNEY	BRITANNIA AIRWAYS	C	5	0	0	40	0	20	40	0	0	46	0	99	1
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	33	0	0	0	0	-10	75	56	8
TOTAL SYDNEY			14	0	0	57	21	7	14	0	0	10	67	61	9
TOTAL AUSTRALIA			21	0	0	48	19	14	19	0	0	22	53	44	19
<b>AUSTRIA</b>															
GRAZ	BRITANNIA AIRWAYS	C	2	0	0	0	0	0	100	0	0	125	0	0	0
	GB AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	50	25	25	0	0	42	0	0	0
TOTAL GRAZ			8	0	0	25	25	13	38	0	0	53	0	0	0
INNSBRUCK	BRITANNIA AB	C	20	0	0	20	15	20	45	0	0	62	0	0	0
	LAUDA-AIR	C	7	0	0	43	43	0	0	14	0	38	0	0	0
	LEISURE INTERNATIONAL	C	40	0	1	23	5	30	43	0	0	50	38	42	37
	TYROLEAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	21	0	0	0
TOTAL INNSBRUCK			69	0	1	25	13	23	38	1	0	51	38	42	37
SALZBURG	AIR 2000	C	10	0	0	10	30	60	0	0	0	32	25	57	8
	BRITANNIA AIRWAYS	C	18	0	0	33	33	22	11	0	0	34	73	9	22
	LAUDA-AIR	S	106	0	1	87	8	4	2	0	0	5	68	11	62
	MONARCH AIRLINES	C	30	0	0	27	13	13	40	7	0	55	50	15	16
	MY TRAVEL AIRWAYS UK	C	11	0	0	18	0	36	45	0	0	72	0	0	0
TOTAL SALZBURG			176	0	2	62	12	13	12	2	0	24	65	17	124
VIENNA	BRITISH AIRWAYS (EURO OPS) LG	S	123	0	1	58	19	19	2	2	0	22	81	10	124
	LAUDA-AIR	S	37	0	1	54	27	19	0	0	0	16	38	33	40
	MONARCH AIRLINES	C	11	0	0	36	9	27	18	9	0	47	43	40	14
TOTAL VIENNA			172	0	2	55	20	20	3	2	0	23	68	18	179
TOTAL AUSTRIA			425	0	5	52	16	17	13	2	0	28	63	20	340

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)
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	8	0	10	38	13	38	13	0	0	30	63	25	8
	BRITISH AIRWAYS (EURO OPS) LG	S	27	0	0	44	26	15	11	4	0	27	50	7	2
<b>TOTAL BAKU</b>			<b>35</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>23</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>21</b>	<b>10</b>
<b>TOTAL AZERBAIJAN</b>			<b>35</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>23</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>21</b>	<b>10</b>
<b>BAHAMAS</b>															
NASSAU	BRITISH AIRWAYS PLC	S	5	0	0	40	20	20	20	0	0	35	100	10	1
<b>TOTAL NASSAU</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>100</b>	<b>7</b>	<b>5</b>
<b>TOTAL BAHAMAS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>100</b>	<b>7</b>	<b>5</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	17	0	0	0
	BRITISH AIRWAYS PLC	S	14	1	0	29	14	21	29	0	7	69	94	0	17
	CALEDONIAN AIRWAYS	C	4	1	1	25	50	0	0	25	0	71	73	26	15
	LEISURE INTL AIRWAYS LTD	C	9	0	0	33	11	11	0	22	22	323	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>35</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>14</b>	<b>11</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>122</b>	<b>83</b>	<b>13</b>	<b>40</b>
<b>TOTAL BARBADOS</b>			<b>35</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>14</b>	<b>11</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>122</b>	<b>83</b>	<b>13</b>	<b>40</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	100	0	0	0	0	0	-2	100	-13	2
<b>TOTAL MINSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>100</b>	<b>-13</b>	<b>2</b>
<b>TOTAL BELARUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>100</b>	<b>-13</b>	<b>2</b>
<b>BELGIUM</b>															
ANTWERP	CITY FLYER EXPRESS	S	168	0	8	79	11	5	4	1	0	9	87	11	176
<b>TOTAL ANTWERP</b>			<b>168</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>11</b>	<b>176</b>
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	210	0	6	71	10	11	8	0	0	17	90	5	224
<b>TOTAL BRUSSELS</b>			<b>210</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>5</b>	<b>224</b>
<b>TOTAL BELGIUM</b>			<b>378</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>8</b>	<b>404</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	27	0	0	89	7	0	0	0	4	11	89	-2	27
<b>TOTAL BERMUDA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>89</b>	<b>-2</b>	<b>27</b>
<b>TOTAL BERMUDA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>89</b>	<b>-2</b>	<b>27</b>
<b>BULGARIA</b>															
PLOVDIV	AIR 2000	C	5	0	1	0	0	0	100	0	0	122	25	23	4
	AIR VIA BULGARIAN AIRWAYS	C	3	0	3	100	0	0	0	0	0	-8	0	0	0
<b>TOTAL PLOVDIV</b>			<b>8</b>	<b>0</b>	<b>4</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>50</b>	<b>17</b>	<b>10</b>
SOFIA	AIR VIA BULGARIAN AIRWAYS	C	12	0	4	67	8	17	8	0	0	21	0	0	0
	BRITANNIA AIRWAYS	C	14	0	1	21	14	29	36	0	0	49	43	18	7
	BRITISH AIRWAYS (EURO OPS) LG	S	36	0	0	61	22	8	8	0	0	17	88	3	26
	MONARCH AIRLINES	C	5	0	1	0	0	0	100	0	0	99	0	0	0



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ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SOFIA			67	0	6	49	16	13	21	0	0	30	78	9	46
TOTAL BULGARIA			75	0	10	48	15	12	25	0	0	35	73	10	56
CAMEROON															
DOUALA	CAMEROON AIRLINES	S	8	0	1	13	25	38	25	0	0	49	0	0	0
TOTAL DOUALA			8	0	1	13	25	38	25	0	0	49	0	0	0
TOTAL CAMEROON			8	0	1	13	25	38	25	0	0	49	0	0	0
CANADA															
TORONTO	AIR TRANSAT	C	2	0	0	100	0	0	0	0	0	11	0	0	0
TOTAL TORONTO			3	0	0	67	33	0	0	0	0	14	0	0	0
TOTAL CANADA			3	0	0	67	33	0	0	0	0	14	100	-10	1
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	12	1	0	42	17	33	8	0	0	34	0	0	0
TOTAL GRAND CAYMAN			12	1	0	42	17	33	8	0	0	34	50	11	4
TOTAL CAYMAN ISLANDS			12	1	0	42	17	33	8	0	0	34	50	11	4
COSTA RICA															
SAN JOSE COST RICA	MONARCH AIRLINES	C	7	2	2	71	14	14	0	0	0	-1	0	0	0
TOTAL SAN JOSE COST RICA			7	2	2	71	14	14	0	0	0	-1	0	0	0
TOTAL COSTA RICA			7	2	2	71	14	14	0	0	0	-1	0	0	0
CROATIA															
SPLIT	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	67	0	0	0
TOTAL SPLIT			2	0	0	50	0	0	50	0	0	67	0	0	0
TOTAL CROATIA			2	0	0	50	0	0	50	0	0	67	0	0	0
CUBA															
CAMAGUEY	LEISURE INTL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-51	50	68	6
TOTAL CAMAGUEY			2	0	0	100	0	0	0	0	0	-51	50	68	6
VARADERO	LEISURE INTL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL VARADERO			2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL CUBA			4	0	0	100	0	0	0	0	0	-25	50	68	6
CYPRUS															
LARNACA	AIR 2000	S	10	0	6	50	40	0	10	0	0	18	63	11	8
	CYPRUS AIRWAYS	S	24	0	0	25	17	46	4	8	0	46	54	19	26
TOTAL LARNACA			35	0	6	31	26	31	6	6	0	37	56	17	34
PAPHOS	AIR 2000	S	35	1	0	60	14	14	11	0	0	25	65	18	20
	CYPRUS AIRWAYS	S	8	0	0	50	0	38	13	0	0	27	70	22	10
TOTAL PAPHOS			43	2	0	58	12	19	12	0	0	25	67	19	30
TOTAL CYPRUS			78	2	6	46	18	24	9	3	0	30	61	18	64

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>DENMARK</b>															
<b>BILLUND</b>	BRITANNIA AB	C	3	0	0	33	0	0	67	0	0	64	0	0	0
	EXCEL AIRWAYS LTD	C	5	0	0	60	0	40	0	0	16	0	0	0	
	MAERSK AIR	S	124	0	0	73	19	6	2	0	0	12	84	7	108
<b>TOTAL BILLUND</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>7</b>	<b>108</b>
<b>COPENHAGEN</b>															
<b>COPENHAGEN</b>	BRITANNIA AB	C	3	0	0	0	33	33	33	0	0	61	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	61	21	11	5	2	0	20	78	9	122
	EXCEL AIRWAYS LTD	C	6	0	0	50	33	0	17	0	0	23	0	0	0
	MAERSK AIR	S	52	0	0	75	15	8	2	0	0	10	89	4	54
<b>TOTAL COPENHAGEN</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>7</b>	<b>176</b>
<b>TOTAL DENMARK</b>			<b>317</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>7</b>	<b>284</b>
<b>DOMINICAN REPUBLIC</b>															
<b>PUERTO PLATA</b>															
<b>PUERTO PLATA</b>	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	13	44	43	9
	LEISURE INTL AIRWAYS LTD	C	4	0	0	25	0	25	50	0	0	53	0	0	0
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	-21	100	-22	4
<b>TOTAL PUERTO PLATA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>22</b>	<b>15</b>
<b>SANTO DOMINGO</b>	BRITANNIA AIRWAYS	C	5	0	0	40	60	0	0	0	0	13	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>29</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>22</b>	<b>15</b>
<b>EGYPT</b>															
<b>ASWAN</b>															
<b>ASWAN</b>	AIR 2000	C	8	0	0	88	0	13	0	0	0	7	0	0	0
<b>TOTAL ASWAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>25</b>	<b>79</b>	<b>4</b>
<b>HURGHADA</b>															
<b>HURGHADA</b>	MONARCH AIRLINES	C	10	0	0	40	10	30	20	0	0	38	75	7	4
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>79</b>	<b>5</b>	<b>14</b>
<b>LUXOR</b>															
<b>LUXOR</b>	AIR 2000	C	10	0	0	40	30	10	20	0	0	27	30	23	10
	BRITANNIA AIRWAYS	C	20	0	0	35	35	30	0	0	0	22	63	17	8
	EXCALIBUR AIRWAYS	C	18	1	0	39	0	17	44	0	0	46	47	30	19
	MONARCH AIRLINES	C	10	0	0	20	50	20	10	0	0	29	0	0	0
<b>TOTAL LUXOR</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>22</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>46</b>	<b>25</b>	<b>37</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>	MONARCH AIRLINES	C	10	0	0	60	20	20	0	0	0	17	60	12	5
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>12</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>31</b>	<b>35</b>	<b>13</b>
<b>TOTAL EGYPT</b>			<b>89</b>	<b>3</b>	<b>0</b>	<b>44</b>	<b>20</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>51</b>	<b>25</b>	<b>73</b>
<b>ESTONIA</b>															
<b>TALLIN</b>															
<b>TALLIN</b>	ESTONIAN AIR	S	34	0	2	71	15	6	3	6	0	26	0	0	0
<b>TOTAL TALLIN</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
<b>HELSINKI</b>															
<b>HELSINKI</b>	FINNAIR	S	114	0	0	87	2	5	4	2	1	12	0	0	0
	LEISURE INTERNATIONAL	C	17	0	0	71	6	6	18	0	0	22	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 HELSINKI			131	0	0	85	2	5	5	2	1	14	0	0	0
TOTAL FINLAND			131	0	0	85	2	5	5	2	1	14	0	0	0
FRANCE															
BORDEAUX	AIR INTER EUROPE	S	26	0	0	96	4	0	0	0	0	-3	100	1	8
	AIR LIB	S	94	0	0	78	6	5	11	0	0	16	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	61	0	2	77	10	8	5	0	0	11	0	0	0
TOTAL BORDEAUX			181	0	2	80	7	6	7	0	0	12	89	1	81
BREST	BRIT AIR	S	60	0	2	88	8	3	0	0	0	4	84	6	62
TOTAL BREST			60	0	2	88	8	3	0	0	0	4	84	6	62
CHAMBERY	FLIGHTLINE LTD	C	10	0	0	10	20	40	30	0	0	47	25	35	8
	KLM UK LTD	C	10	0	0	40	10	20	30	0	0	19	0	0	0
TOTAL CHAMBERY			20	2	2	25	15	30	30	0	0	33	44	26	16
DEAUVILLE	BRITANNIA AIRWAYS	C	6	0	0	83	0	0	0	17	0	25	0	0	0
	LEISURE INTERNATIONAL	C	7	0	1	43	14	0	14	29	0	69	0	0	0
TOTAL DEAUVILLE			14	0	1	57	7	0	14	21	0	52	0	0	0
GRENOBLE	AIR 2000	C	20	0	0	35	20	25	15	5	0	46	13	55	8
TOTAL GRENOBLE			20	0	0	35	20	25	15	5	0	46	50	31	16
LIMOGES	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	21	0	0	0
TOTAL LIMOGES			2	0	0	50	0	50	0	0	0	21	0	0	0
LYON	AIR 2000	C	11	0	0	82	9	9	0	0	0	9	35	20	20
	AIR LIBERTE/ TAT EUROPEAN ALN	S	59	0	3	68	15	10	5	2	0	18	74	10	61
	AIR OPERATIONS EUROPE	C	5	0	1	40	60	0	0	0	0	14	0	81	2
	BRITANNIA AB	C	8	1	0	38	0	63	0	0	0	28	0	0	0
	BRITANNIA AIRWAYS	C	52	0	8	27	6	31	29	8	0	61	34	33	44
	CALEDONIAN AIRWAYS	C	16	0	0	19	6	13	63	0	0	80	50	67	14
	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	-40	0	21	1
	EXCALIBUR AIRWAYS	C	10	0	0	40	10	0	50	0	0	55	40	50	10
	EXCEL AIRWAYS LTD	C	14	0	0	36	21	14	29	0	0	42	0	0	0
	GB AIRWAYS LTD	C	10	0	0	40	10	40	10	0	0	22	0	0	0
	MONARCH AIRLINES	C	40	0	1	18	23	30	30	0	0	49	16	52	32
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	10	30	30	20	0	101	0	0	0
TOTAL LYON			238	1	13	40	13	21	22	3	0	43	44	32	202
MARSEILLE	AIR FRANCE	S	32	0	0	44	25	25	6	0	0	22	75	10	4
	AIR LIBERTE/ TAT EUROPEAN ALN	S	126	0	0	66	15	13	5	1	0	19	85	7	136
TOTAL MARSEILLE			159	0	0	62	17	16	5	1	0	20	84	7	140
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	61	24	10	5	0	0	16	84	9	62
TOTAL MONTPELLIER			62	0	0	61	24	10	5	0	0	16	84	9	62
NANTES	BRIT AIR	S	122	0	2	73	20	4	2	0	0	10	82	7	124
TOTAL NANTES			122	0	2	73	20	4	2	0	0	10	82	7	124
NICE	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	-13	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	34	0	4	53	24	9	15	0	0	23	74	12	34

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL NICE</b>			<b>36</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>22</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>12</b>	<b>34</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS (EURO OPS) LG	S	338	0	2	76	13	6	4	0	0	13	90	4	347
	CAMEROON AIRLINES	S	8	0	1	50	13	25	13	0	0	26	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>347</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>5</b>	<b>359</b>
PONTOISE	AIGLE AZUR	S	87	0	5	87	13	0	0	0	0	4	91	5	99
<b>TOTAL PONTOISE</b>			<b>87</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>5</b>	<b>99</b>
RENNES	BRIT AIR	S	102	0	2	87	7	1	5	0	0	9	93	3	108
<b>TOTAL RENNES</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>3</b>	<b>110</b>
TARBES-LOURDES INTERNATIONAL	MONARCH AIRLINES	C	7	0	1	43	14	0	29	14	0	73	38	87	8
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>73</b>	<b>38</b>	<b>87</b>	<b>8</b>
TOULOUSE (BLAGNAC)	AIR 2000	C	20	0	0	50	10	10	25	5	0	41	75	12	8
	AIR LIB	S	79	0	4	80	15	5	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	0	0	20	60	0	20	137	38	32	8
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	81	8	6	4	1	0	14	88	6	124
	MONARCH AIRLINES	C	26	0	0	38	12	12	31	4	4	66	63	18	24
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	20	20	20	20	0	93	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>269</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>11</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>80</b>	<b>10</b>	<b>178</b>
<b>TOTAL FRANCE</b>			<b>1728</b>	<b>3</b>	<b>41</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>11</b>	<b>1637</b>
<b>GAMBIA</b>															
BANJUL	AIR 2000	C	9	0	0	44	11	33	11	0	0	28	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	38	0	0	13	0	39	0	0	0
	MONARCH AIRLINES	C	10	0	0	0	70	30	0	0	0	31	50	31	10
<b>TOTAL BANJUL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>41</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>31</b>	<b>10</b>
<b>TOTAL GAMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>41</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>31</b>	<b>10</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DEUTSCHE BA	S	112	0	2	52	21	13	13	1	1	29	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>21</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>50</b>	<b>13</b>	<b>2</b>
BREMEN	DEUTSCHE BA	S	170	0	6	82	8	8	2	1	0	11	0	0	0
<b>TOTAL BREMEN</b>			<b>170</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE (BONN)	CITY FLYER EXPRESS	S	136	0	14	83	9	5	3	0	0	8	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>137</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	CITY FLYER EXPRESS	S	134	0	0	71	16	6	6	1	0	16	79	11	118
<b>TOTAL DUSSELDORF</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>118</b>
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	0	77	10	10	3	1	0	12	89	3	178
<b>TOTAL FRANKFURT MAIN</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>3</b>	<b>178</b>
HANOVER	AIR 2000	C	2	0	0	50	50	0	0	0	0	19	0	0	0
	BRITISH AIRWAYS PLC	C	14	0	0	86	14	0	0	0	0	0	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	15	50	40	2
	MONARCH AIRLINES	C	2	0	0	0	0	100	0	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	0	0	100	0	0	0	0	24	0	0	0

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL HANOVER</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>30</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>28</b>	<b>6</b>
<b>MUNICH</b>	DEUTSCHE BA	S	115	0	1	65	22	8	4	0	1	17	64	18	22
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	-8	0	0	0
<b>TOTAL MUNICH</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>68</b>	<b>19</b>	<b>40</b>
<b>PADERBORN</b>	EUROWINGS LUFTVERKEHRS	S	62	0	0	84	10	0	6	0	0	7	65	14	62
<b>TOTAL PADERBORN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>14</b>	<b>62</b>
<b>TOTAL GERMANY</b>			<b>933</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>9</b>	<b>407</b>
<b>GIBRALTAR</b>															
<b>GIBRALTAR</b>	GB AIRWAYS LTD	S	44	0	0	57	20	16	5	2	0	22	57	23	47
<b>TOTAL GIBRALTAR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>23</b>	<b>47</b>
<b>TOTAL GIBRALTAR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>23</b>	<b>47</b>
<b>GREECE</b>															
<b>ATHENS</b>	AIR 2000	C	6	0	0	67	0	33	0	0	0	21	0	0	0
	BRITANNIA AIRWAYS	C	12	0	0	33	17	17	33	0	0	38	13	46	8
	BRITISH AIRWAYS (EURO OPS) LG	S	61	0	1	25	16	26	30	3	0	53	58	15	62
	EXCEL AIRWAYS LTD	C	11	0	1	55	27	18	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	51	1	3	39	18	18	24	2	0	40	55	25	20
	VIRGIN ATLANTIC AIRWAYS LTD	S	2	0	0	50	0	50	0	0	0	32	100	0	10
<b>TOTAL ATHENS</b>			<b>144</b>	<b>1</b>	<b>5</b>	<b>35</b>	<b>17</b>	<b>22</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>59</b>	<b>18</b>	<b>113</b>
<b>HERAKLION</b>	AIR OPERATIONS EUROPE	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL HERAKLION</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>68</b>	<b>3</b>
<b>PREVEZA</b>	ALL LEISURE AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL PREVEZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SALONIKA</b>	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	31	0	0	0
	MONARCH AIRLINES	C	14	0	4	36	14	50	0	0	0	27	0	0	0
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>38</b>	<b>13</b>	<b>44</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>164</b>	<b>1</b>	<b>9</b>	<b>36</b>	<b>17</b>	<b>24</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>56</b>	<b>21</b>	<b>121</b>
<b>GRENADA</b>															
<b>GRENADA</b>	BRITISH AIRWAYS PLC	S	23	0	1	57	17	13	9	4	0	31	72	9	18
	CALEDONIAN AIRWAYS	C	4	0	0	0	25	50	25	0	0	44	60	15	5
<b>TOTAL GRENADA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>70</b>	<b>10</b>	<b>23</b>
<b>TOTAL GRENADA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>70</b>	<b>10</b>	<b>23</b>
<b>INDIA</b>															
<b>GOA</b>	BRITANNIA AIRWAYS	C	9	0	1	44	11	22	22	0	0	34	50	26	8
	CALEDONIAN AIRWAYS	C	19	0	0	37	21	16	5	16	5	91	59	15	27
	MONARCH AIRLINES	C	10	0	0	0	80	20	0	0	0	26	38	76	8
<b>TOTAL GOA</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>34</b>	<b>18</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>60</b>	<b>53</b>	<b>29</b>	<b>43</b>
<b>TRIVANDRUM</b>	CALEDONIAN AIRWAYS	C	8	0	0	50	38	13	0	0	0	16	0	0	0
	MONARCH AIRLINES	C	7	0	0	43	14	14	29	0	0	35	0	0	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TRIVANDRUM			15	0	0	47	27	13	13	0	0	25	0	0	0
TOTAL INDIA			53	0	1	34	32	17	9	6	2	50	53	29	43
INDONESIA															
BALI INTERNATIONAL	GARUDA INDONESIA	S	18	0	0	56	6	11	17	11	0	48	20	53	5
TOTAL BALI INTERNATIONAL			18	0	0	56	6	11	17	11	0	48	20	53	5
TOTAL INDONESIA			18	0	0	56	6	11	17	11	0	48	36	68	25
IRISH REPUBLIC															
CORK	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-13	0	0	0
	CITY FLYER EXPRESS	S	115	0	4	70	17	8	3	1	0	12	83	9	12
TOTAL CORK			119	0	4	71	17	8	3	1	0	12	83	9	12
DUBLIN	CITY FLYER EXPRESS	S	233	0	2	75	13	9	2	2	0	14	81	6	186
	RYANAIR	S	248	1	2	81	10	6	3	0	0	9	78	13	188
TOTAL DUBLIN			481	1	6	78	11	7	2	1	0	11	80	9	375
SHANNON	AB AIRLINES	S	150	0	2	89	7	1	3	0	0	4	0	0	0
TOTAL SHANNON			150	0	2	89	7	1	3	0	0	4	0	0	0
TOTAL IRISH REPUBLIC			750	1	12	79	11	6	3	1	0	10	80	9	387
ISRAEL															
OVDA	AIR 2000	C	18	0	0	39	39	17	6	0	0	23	100	-2	10
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	16	50	21	8
TOTAL OVDA			26	0	0	42	38	15	4	0	0	21	69	24	26
TEL AVIV	AIR 2000	C	19	0	0	11	32	47	11	0	0	43	56	51	16
	BRITISH AIRWAYS PLC	S	62	0	0	56	24	13	6	0	0	19	81	34	48
	CALEDONIAN AIRWAYS	C	13	0	1	38	15	31	15	0	0	32	0	0	0
	EL AL	C	8	0	0	63	13	0	25	0	0	18	50	228	4
	EXCALIBUR AIRWAYS	C	4	0	0	0	25	0	75	0	0	63	43	20	14
	MONARCH AIRLINES	C	30	0	0	23	13	17	43	3	0	65	38	30	26
TOTAL TEL AVIV			136	0	1	40	21	19	19	1	0	35	61	41	108
TOTAL ISRAEL			162	0	1	40	24	19	17	1	0	33	63	38	134
ITALY															
BERGAMO	AIR 2000	C	10	0	0	50	10	0	40	0	0	55	75	6	8
	BRITANNIA AIRWAYS	C	20	0	0	50	25	25	0	0	0	21	63	22	16
	MONARCH AIRLINES	C	10	0	0	50	30	20	0	0	0	21	25	67	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	40	10	0	0	35	0	0	0
TOTAL BERGAMO			50	0	0	46	22	22	10	0	0	30	55	32	44
BOLOGNA	ALITALIA	S	60	0	2	38	32	23	5	2	0	27	64	19	61
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	18	83	10	12
TOTAL BOLOGNA			63	0	2	40	30	24	5	2	0	26	66	20	74
CAGLIARI (ELMAS)	MERIDIANA AIR	S	62	0	0	66	13	13	3	5	0	28	0	0	0
TOTAL CAGLIARI (ELMAS)			62	0	0	66	13	13	3	5	0	28	0	0	0
CATANIA (FONTANAROSSA)	ALITALIA	S	60	0	2	43	27	22	7	2	0	26	70	16	60

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				Actual (7)	Plan (8)										
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	10	0	0	10	20	50	20	0	0	40	50	35	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>26</b>	<b>26</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>20</b>	<b>70</b>
FLORENCE	MERIDIANA AIR	S	62	0	0	58	23	10	5	5	0	26	61	21	110
<b>TOTAL FLORENCE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>21</b>	<b>110</b>
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	114	0	0	62	17	14	5	2	0	19	0	0	0
<b>TOTAL GENOA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>4</b>	<b>116</b>
MILAN (LINATE)	BRITANNIA AB	C	14	2	1	36	7	7	14	14	21	187	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	93	0	2	44	16	27	13	0	0	30	82	6	61
	EXCEL AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	34	0	0	0
<b>TOTAL MILAN (LINATE)</b>			<b>109</b>	<b>2</b>	<b>3</b>	<b>42</b>	<b>16</b>	<b>25</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>50</b>	<b>80</b>	<b>7</b>	<b>70</b>
MILAN (MALPENSA)	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	48	0	30	2
	EXCALIBUR AIRWAYS	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	LEISURE INTERNATIONAL	C	12	1	0	8	17	42	33	0	0	50	50	13	6
	MONARCH AIRLINES	C	6	0	0	33	17	17	33	0	0	44	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>22</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>14</b>	<b>32</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>60</b>	<b>17</b>	<b>20</b>
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	50	22	11	17	0	0	28	27	36	15
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	68	16	10	4	2	1	23	85	7	124
	MONARCH AIRLINES	C	2	0	0	0	0	0	50	50	0	227	0	20	1
<b>TOTAL NAPLES</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>78</b>	<b>10</b>	<b>140</b>
PALERMO	MONARCH AIRLINES	C	2	0	0	0	0	0	0	0	100	387	100	-8	1
<b>TOTAL PALERMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>387</b>	<b>100</b>	<b>-8</b>	<b>1</b>
PISA	AIR 2000	C	6	0	0	83	0	17	0	0	0	11	38	25	8
	EXCEL AIRWAYS LTD	C	4	0	0	25	0	25	25	25	0	86	0	0	0
	LEISURE INTERNATIONAL	C	7	0	0	29	43	29	0	0	0	24	0	0	0
	MONARCH AIRLINES	C	21	0	0	29	38	10	24	0	0	32	29	25	17
<b>TOTAL PISA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>29</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>43</b>	<b>24</b>	<b>40</b>
RIMINI	MONARCH AIRLINES	C	5	0	0	40	40	20	0	0	0	17	0	0	0
<b>TOTAL RIMINI</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	AIR 2000	C	2	0	0	50	50	0	0	0	0	15	50	25	2
	LEISURE INTERNATIONAL	C	6	0	0	17	33	0	50	0	0	42	0	0	0
	MONARCH AIRLINES	C	30	0	0	27	13	33	27	0	0	49	30	80	10
<b>TOTAL ROME (CIAMPINO)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>18</b>	<b>26</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>61</b>	<b>28</b>	<b>38</b>
ROME (FIUMICINO)	AIR LIBERTE/ TAT EUROPEAN ALN	S	59	0	3	63	14	17	5	2	0	22	69	11	61
	ALITALIA	S	62	0	0	79	15	0	6	0	0	10	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	68	16	10	6	0	0	19	79	10	62
<b>TOTAL ROME (FIUMICINO)</b>			<b>183</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>10</b>	<b>123</b>
TURIN	AIR 2000	C	30	0	0	37	33	20	10	0	0	27	71	14	7
	BRITANNIA AIRWAYS	C	20	0	0	15	10	55	20	0	0	42	6	42	16
	FLIGHTLINE LTD	C	3	2	1	33	0	0	33	33	0	132	0	0	0
	MONARCH AIRLINES	C	20	0	0	35	15	20	30	0	0	51	21	33	14
	MY TRAVEL AIRWAYS UK	C	10	0	4	50	10	0	30	0	10	99	25	32	8
<b>TOTAL TURIN</b>			<b>84</b>	<b>2</b>	<b>5</b>	<b>32</b>	<b>19</b>	<b>25</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>30</b>	<b>29</b>	<b>53</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VENICE	ALITALIA	S	124	0	0	81	16	2	0	0	0	6	90	4	62
	EXCALIBUR AIRWAYS	C	16	0	0	56	19	13	13	0	0	23	43	29	14
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	FLIGHTLINE LTD	C	2	0	0	0	100	0	0	0	0	30	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	0	0	50	50	0	0	96	0	0	0
	MONARCH AIRLINES	C	20	0	1	40	20	15	10	15	0	65	56	16	18
<b>TOTAL VENICE</b>			<b>166</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>16</b>	<b>74</b>	<b>11</b>	<b>104</b>	
VERONA	AIR 2000	C	10	0	0	20	20	20	20	20	0	76	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	83	0	0	70	13	11	5	1	0	16	0	0	0
	CALEDONIAN AIRWAYS	C	9	1	1	22	33	11	33	0	0	38	63	32	8
<b>TOTAL VERONA</b>			<b>102</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>24</b>	<b>84</b>	<b>12</b>	<b>140</b>	
<b>TOTAL ITALY</b>			<b>1314</b>	<b>6</b>	<b>17</b>	<b>55</b>	<b>18</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>70</b>	<b>15</b>	<b>1145</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	14	0	0	43	14	29	14	0	0	36	50	17	14
<b>TOTAL KINGSTON</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>44</b>	<b>34</b>	<b>18</b>
MONTEGO BAY	BRITISH AIRWAYS PLC	S	13	0	0	38	23	15	23	0	0	43	8	58	13
	LEISURE INTL AIRWAYS LTD	C	8	0	0	25	13	13	38	13	0	95	38	31	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	0	11	0	56	22	11	139	25	42	8
<b>TOTAL MONTEGO BAY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>17</b>	<b>10</b>	<b>37</b>	<b>10</b>	<b>3</b>	<b>86</b>	<b>21</b>	<b>46</b>	<b>29</b>
<b>TOTAL JAMAICA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>16</b>	<b>16</b>	<b>30</b>	<b>7</b>	<b>2</b>	<b>70</b>	<b>30</b>	<b>41</b>	<b>47</b>
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	9	0	0	78	11	0	11	0	0	19	50	26	8
	CALEDONIAN AIRWAYS	C	9	1	0	22	33	0	33	11	0	65	44	114	25
	MONARCH AIRLINES	C	9	0	0	22	0	44	33	0	0	46	38	52	8
<b>TOTAL MOMBASA</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>15</b>	<b>15</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>44</b>	<b>85</b>	<b>41</b>
NAIROBI	BRITISH AIRWAYS PLC	S	6	0	1	33	0	17	50	0	0	64	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	0	13	25	25	0	87	0	0	0
<b>TOTAL NAIROBI</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>14</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KENYA</b>			<b>41</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>10</b>	<b>15</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>55</b>	<b>44</b>	<b>85</b>	<b>41</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	28	2	6	89	11	0	0	0	0	-1	0	0	0
	RIGA AIRLINES EXPRESS	S	62	0	0	61	6	19	13	0	0	23	33	109	36
<b>TOTAL RIGA</b>			<b>90</b>	<b>2</b>	<b>6</b>	<b>70</b>	<b>8</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>49</b>	<b>98</b>
<b>TOTAL LATVIA</b>			<b>90</b>	<b>2</b>	<b>6</b>	<b>70</b>	<b>8</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>49</b>	<b>98</b>
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	4	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL LILONGWE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALAWI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITANNIA AIRWAYS	C	9	0	0	44	11	11	33	0	0	49	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)										
MALE INTERNATIONAL	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	5	25	49	4
<b>TOTAL MALE INTERNATIONAL</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>75</b>	<b>17</b>	<b>12</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>75</b>	<b>17</b>	<b>12</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	8	0	0	50	0	25	25	0	0	32	50	53	8
	AIR MALTA	S	60	0	0	48	28	20	3	0	0	19	81	7	52
	AIR MALTA	C	14	0	0	86	0	0	14	0	0	7	60	24	10
	BRITANNIA AIRWAYS	C	18	0	0	67	11	17	0	0	6	42	58	47	19
	EXCEL AIRWAYS LTD	C	9	0	1	33	11	33	22	0	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	38	0	0	0	26	0	0	0
<b>TOTAL MALTA</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>19</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>72</b>	<b>19</b>	<b>108</b>
<b>TOTAL MALTA</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>19</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>72</b>	<b>19</b>	<b>108</b>
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	18	0	0	78	6	11	6	0	0	11	67	27	18
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>27</b>	<b>18</b>
<b>TOTAL MAURITIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>27</b>	<b>18</b>
<b>MEXICO</b>															
PUERTO VALLARTA	LEISURE INTL AIRWAYS LTD	C	4	0	0	25	25	0	50	0	0	89	0	0	0
<b>TOTAL PUERTO VALLARTA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>215</b>	<b>1</b>
<b>MOROCCO</b>															
AGADIR	CALEDONIAN AIRWAYS	C	10	0	0	70	10	20	0	0	0	14	0	0	0
<b>TOTAL AGADIR</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>14</b>	<b>21</b>
MARRAKESH	BRITANNIA AIRWAYS	C	2	0	1	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL MARRAKESH</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>7</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>15</b>	<b>22</b>
<b>NEPAL</b>															
KATHMANDU	ROYAL NEPAL AIRLINES	S	20	0	0	25	35	25	15	0	0	32	11	83	18
<b>TOTAL KATHMANDU</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>35</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>11</b>	<b>83</b>	<b>18</b>
<b>TOTAL NEPAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>35</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>11</b>	<b>83</b>	<b>18</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	225	0	3	86	10	3	1	0	0	7	0	0	0
	TRANSAVIA	S	255	0	4	72	22	3	2	1	0	13	76	13	275
<b>TOTAL AMSTERDAM</b>			<b>480</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>276</b>
MAASTRICHT	B A S E BUSINESS AIRLINES	S	88	0	6	68	23	5	5	0	0	10	77	10	99
	BRITANNIA AIRWAYS	C	3	0	0	33	33	0	33	0	0	39	0	0	0
<b>TOTAL MAASTRICHT</b>			<b>91</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>23</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>99</b>
ROTTERDAM	CITY FLYER EXPRESS	S	213	0	9	80	11	6	2	0	0	9	88	7	216

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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)
TOTAL ROTTERDAM			213	0	9	80	11	6	2	0	0	9	88	7	216
TOTAL NETHERLANDS			784	0	22	78	16	4	2	1	0	10	80	10	591
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	1	25	33	4
TOTAL AUCKLAND INTERNATIONAL			4	0	0	100	0	0	0	0	0	1	25	33	4
TOTAL NEW ZEALAND			4	0	0	100	0	0	0	0	0	1	25	33	4
<b>NIGERIA</b>															
LAGOS	ADC AIRLINES	C	2	0	2	50	0	0	50	0	0	27	0	0	0
	BRITISH AIRWAYS PLC	S	59	0	5	41	19	19	15	7	0	44	60	26	60
TOTAL LAGOS			61	0	7	41	18	18	16	7	0	44	60	26	60
TOTAL NIGERIA			61	0	7	41	18	18	16	7	0	44	60	26	60
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	64	0	0	89	6	3	2	0	0	3	93	1	54
TOTAL BERGEN			64	0	0	89	6	3	2	0	0	3	93	1	54
GEILO (DAGALI)	KLM UK LTD	C	10	0	0	20	20	40	0	20	0	61	0	0	0
TOTAL GEILO (DAGALI)			10	0	0	20	20	40	0	20	0	61	0	0	0
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	52	0	0	85	12	4	0	0	0	8	78	7	54
TOTAL KRISTIANSAND (KJEVIK)			52	0	0	85	12	4	0	0	0	8	78	7	54
OSLO (FORNEBU)	BRAATHENS ASA	S	80	0	0	94	3	4	0	0	0	1	90	-1	78
	BRITISH AIRWAYS (EURO OPS) LG	S	51	0	1	84	4	10	2	0	0	5	69	11	54
TOTAL OSLO (FORNEBU)			131	0	1	90	3	6	1	0	0	3	81	4	132
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	52	0	0	85	10	2	4	0	0	9	87	4	54
TOTAL STAVANGER			52	0	0	85	10	2	4	0	0	9	87	4	54
TOTAL NORWAY			310	0	1	85	7	5	1	1	0	7	83	5	302
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	17	0	0	47	6	12	35	0	0	39	33	50	18
TOTAL ISLAMABAD			17	0	0	47	6	12	35	0	0	39	33	50	18
TOTAL PAKISTAN			17	0	0	47	6	12	35	0	0	39	33	50	18
<b>PHILIPPINES</b>															
MANILA	PHILIPPINE AIRLINES	S	23	2	11	13	17	17	30	17	4	95	27	111	26
TOTAL MANILA			23	2	11	13	17	17	30	17	4	95	27	111	26
TOTAL PHILIPPINES			23	2	11	13	17	17	30	17	4	95	27	111	26
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	18	0	0	56	28	17	0	0	0	16	89	5	18
	AIR OPERATIONS EUROPE	C	8	0	0	63	13	13	13	0	0	19	0	115	2
	BRITANNIA AB	C	10	0	0	30	20	20	20	10	0	70	0	0	0
	BRITANNIA AIRWAYS	C	11	0	0	27	18	9	27	18	0	64	50	30	8
	BRITISH AIRWAYS (EURO OPS) LG	S	98	0	3	64	15	14	6	0	0	17	70	14	108

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ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	CALEDONIAN AIRWAYS	C	15	1	6	13	13	27	27	20	0	103	0	0	0
	EXCEL AIRWAYS LTD	C	20	1	1	45	20	10	25	0	0	30	0	0	0
	LEISURE INTERNATIONAL	C	8	0	4	50	0	13	38	0	0	43	59	12	32
	MONARCH AIRLINES	C	50	0	0	18	24	24	30	4	0	60	53	29	30
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	25	0	6	0	0	9	0	0	0
<b>TOTAL FARO</b>			<b>254</b>	<b>2</b>	<b>14</b>	<b>47</b>	<b>19</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>64</b>	<b>18</b>	233
LISBON	BRITANNIA AB	C	6	0	0	33	0	17	33	17	0	75	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	SATA	C	18	0	0	56	11	28	6	0	0	24	0	0	0
<b>TOTAL LISBON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>8</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>280</b>	<b>2</b>	<b>14</b>	<b>48</b>	<b>18</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>64</b>	<b>18</b>	233
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	8	0	0	75	0	25	0	0	0	8	63	25	8
	CALEDONIAN AIRWAYS	C	8	0	0	25	38	38	0	0	0	27	0	0	0
	EXCALIBUR AIRWAYS	C	16	0	0	63	6	13	19	0	0	20	75	28	20
	GB AIRWAYS LTD	S	28	0	0	54	21	18	7	0	0	13	61	22	18
	MONARCH AIRLINES	C	16	0	0	31	13	31	25	0	0	43	33	42	15
<b>TOTAL FUNCHAL</b>			<b>76</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>29</b>	61
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>76</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>29</b>	61
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	22	0	0	32	27	14	27	0	0	43	25	86	4
	BRITISH AIRWAYS PLC	S	9	0	1	11	0	11	22	33	22	265	50	14	2
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>19</b>	<b>13</b>	<b>26</b>	<b>10</b>	<b>6</b>	<b>107</b>	<b>30</b>	<b>54</b>	10
<b>TOTAL PUERTO RICO</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>19</b>	<b>13</b>	<b>26</b>	<b>10</b>	<b>6</b>	<b>107</b>	<b>30</b>	<b>54</b>	10
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	18	0	0	56	17	22	6	0	0	19	83	-21	6
<b>TOTAL DOHA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>-21</b>	6
<b>TOTAL QATAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>-21</b>	6
<b>REPUBLIC OF SOUTH AFRICA</b>															
JOHANNESBURG	CALEDONIAN AIRWAYS	C	11	2	0	27	55	18	0	0	0	22	0	0	0
<b>TOTAL JOHANNESBURG</b>			<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>55</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>55</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	0
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	18	0	0	39	11	22	28	0	0	39	65	12	17
<b>TOTAL SANAA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>65</b>	<b>12</b>	17
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>65</b>	<b>12</b>	17
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	AIR 2000	C	10	0	4	50	20	20	10	0	0	22	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	58	15	15	12	0	0	21	81	11	32

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				Actual (7)	Plan (8)										
TOTAL BUCHAREST (OTOPENI)			36	0	4	56	17	17	11	0	0	21	78	11	46
TOTAL RUMANIA			36	0	4	56	17	17	11	0	0	21	78	11	46
RUSSIA															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	68	10	18	5	0	0	16	70	6	10
TOTAL MOSCOW (SHEREMETYEVO)			62	0	0	68	10	18	5	0	0	16	70	6	10
ST PETERSBURG	AEROFLOT	S	2	0	0	50	0	50	0	0	0	21	0	0	0
TOTAL ST PETERSBURG			2	0	0	50	0	50	0	0	0	21	0	0	0
TOTAL RUSSIA			64	0	0	67	9	19	5	0	0	17	70	6	10
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	0	10	44	11	11	17	6	11	107	30	87	10
TOTAL SEYCHELLES			18	0	10	44	11	11	17	6	11	107	30	87	10
TOTAL SEYCHELLES			18	0	10	44	11	11	17	6	11	107	30	87	10
SPAIN															
ALICANTE	AIR 2000	C	18	0	0	67	11	17	6	0	0	15	81	6	16
	AIR OPERATIONS EUROPE	C	4	0	1	75	0	25	0	0	0	-4	0	0	0
	BRITANNIA AB	C	9	0	0	11	11	11	44	22	0	107	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	71	18	0	12	0	0	20	54	24	28
	CALEDONIAN AIRWAYS	C	4	0	0	75	0	25	0	0	0	-15	0	0	0
	EXCEL AIRWAYS LTD	C	20	0	0	45	15	20	20	0	0	37	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	70	10	10	10	0	0	17	63	12	8
	MONARCH AIRLINES	C	36	0	4	44	25	14	11	6	0	35	47	36	34
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	0	33	11	0	0	29	0	0	0
	VIVA	C	8	0	0	75	13	13	0	0	0	-1	0	0	0
TOTAL ALICANTE			144	1	5	55	14	16	13	3	0	29	54	33	120
ALMERIA															
	BRITANNIA AIRWAYS	C	8	0	0	13	13	50	25	0	0	44	60	16	10
	EXCALIBUR AIRWAYS	C	8	0	0	38	25	38	0	0	0	21	0	35	2
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	25	13	0	0	29	0	0	0
TOTAL ALMERIA			24	0	0	29	21	38	13	0	0	32	45	21	22
BARCELONA															
	AIR 2000	C	2	0	0	0	0	0	100	0	0	101	0	0	0
	AIR EUROPA	S	52	0	0	48	21	15	10	2	4	39	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	26	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	25	0	75	0	0	118	0	0	0
TOTAL BARCELONA			60	0	0	42	22	15	17	2	3	46	0	63	2
GERONA															
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	8	0	0	0
TOTAL GERONA			8	0	0	63	38	0	0	0	0	8	63	12	8
IBIZA															
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	0	50	0	0	34	0	0	0
	EXCALIBUR AIRWAYS	C	10	2	0	40	20	20	0	0	20	231	25	36	8
TOTAL IBIZA			13	2	0	46	15	15	8	0	15	182	25	36	8
JEREZ															
	MONARCH AIRLINES	C	11	0	0	36	18	18	27	0	0	34	71	11	7
TOTAL JEREZ			11	0	0	36	18	18	27	0	0	34	78	7	9
MADRID															
	AIR 2000	C	2	0	1	50	0	50	0	0	0	18	0	0	0

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				Actual (7)	Plan (8)										
MADRID	AIR EUROPA	S	52	0	0	60	19	4	12	2	4	40	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	182	0	4	66	19	10	4	1	0	15	91	5	186
	IBERIA	S	42	0	0	74	14	12	0	0	0	10	0	0	0
	SPANAIR	C	18	0	0	50	22	17	11	0	0	24	94	1	18
<b>TOTAL MADRID</b>			<b>296</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>89</b>	<b>5</b>	<b>325</b>
MAHON	BRITANNIA AB	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MAHON</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>100</b>	<b>14</b>	<b>2</b>
MALAGA	AIR 2000	C	20	0	0	55	15	10	15	5	0	34	50	15	20
	AIR EUROPA	C	4	0	0	100	0	0	0	0	0	-10	0	0	0
	AIR OPERATIONS EUROPE	C	24	0	3	17	17	33	33	0	0	53	17	28	6
	BRITANNIA AB	C	23	0	1	35	39	9	17	0	0	34	0	0	0
	BRITANNIA AIRWAYS	C	17	0	1	41	24	18	18	0	0	28	50	21	24
	BRITISH AIRWAYS (EURO OPS) LG	S	126	0	0	37	37	15	10	2	0	27	70	13	126
	CALEDONIAN AIRWAYS	C	10	0	0	30	20	10	20	20	0	86	61	16	18
	EXCALIBUR AIRWAYS	C	20	0	0	30	15	20	5	0	30	145	76	13	17
	EXCEL AIRWAYS LTD	C	19	0	0	32	26	11	32	0	0	45	0	0	0
	LEISURE INTERNATIONAL	C	17	0	0	53	18	18	12	0	0	25	57	22	14
	MONARCH AIRLINES	C	48	0	0	44	10	6	31	8	0	63	55	27	33
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	22	11	17	0	0	29	0	0	0
	VIVA	C	8	0	0	75	13	13	0	0	0	12	0	0	0
<b>TOTAL MALAGA</b>			<b>355</b>	<b>0</b>	<b>5</b>	<b>40</b>	<b>25</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>62</b>	<b>24</b>	<b>301</b>
MURCIA SAN JAVIER	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	20	0	0	0
	GB AIRWAYS LTD	S	21	0	1	57	33	10	0	0	0	15	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>23</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>35</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>14</b>	<b>16</b>
PALMA DE MALLORCA	AIR 2000	C	10	0	0	90	0	0	10	0	0	9	82	6	11
	BRITANNIA AIRWAYS	C	29	0	0	41	24	21	14	0	0	31	56	19	27
	CENTENNIAL AIRLINES	S	26	0	0	38	19	19	15	8	0	49	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	43	0	0	0
	MONARCH AIRLINES	C	8	0	0	0	0	25	75	0	0	93	43	18	7
	MY TRAVEL AIRWAYS UK	C	19	1	1	68	26	5	0	0	0	8	50	26	4
<b>TOTAL PALMA DE MALLORCA</b>			<b>98</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>17</b>	<b>15</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>55</b>	<b>17</b>	<b>87</b>
SANTIAGO DE COMPOSTELA (SPAIN)	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>-2</b>	<b>40</b>
SEVILLE	BRITISH WORLD AIRLINES LTD	C	4	0	0	75	0	0	0	25	0	44	0	0	0
<b>TOTAL SEVILLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALENCIA	GB AIRWAYS LTD	S	36	0	0	36	14	28	22	0	0	36	0	0	0
<b>TOTAL VALENCIA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>14</b>	<b>30</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>100</b>	<b>-19</b>	<b>1</b>
<b>TOTAL SPAIN</b>			<b>1078</b>	<b>4</b>	<b>19</b>	<b>50</b>	<b>20</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>70</b>	<b>16</b>	<b>941</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	26	0	0	81	12	4	4	0	0	8	75	39	20
	AIR OPERATIONS EUROPE	C	3	0	0	67	33	0	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	18	1	0	56	22	11	11	0	0	19	61	21	18
	CALEDONIAN AIRWAYS	C	16	1	0	31	31	25	13	0	0	32	40	20	10
	EXCEL AIRWAYS LTD	C	14	0	1	21	7	29	43	0	0	60	0	0	0

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				Actual (7)	Plan (8)										
ARRECIFE	MONARCH AIRLINES	C	26	0	0	35	12	35	19	0	0	40	39	50	18
	MY TRAVEL AIRWAYS UK	C	12	0	0	58	25	0	0	17	0	65	0	0	0
<b>TOTAL ARRECIFE</b>			<b>115</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>49</b>	<b>31</b>	<b>135</b>
FUERTEVENTURA	AIR 2000	C	8	0	0	63	25	13	0	0	0	11	90	4	10
	BRITANNIA AB	C	10	0	0	20	0	10	20	40	10	159	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	33	22	33	11	0	0	27	56	35	16
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	0	25	25	0	0	50	50	21	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	44	17	11	28	0	0	43	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>14</b>	<b>19</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>52</b>	<b>53</b>	<b>25</b>	<b>64</b>
LAS PALMAS	AIR 2000	C	26	0	0	77	19	4	0	0	0	9	69	9	16
	AIR EUROPA	C	8	0	0	63	25	13	0	0	0	12	50	49	8
	BRITANNIA AB	C	6	0	0	50	33	17	0	0	0	16	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	44	31	13	13	0	0	21	44	20	18
	CALEDONIAN AIRWAYS	C	9	0	1	56	0	0	44	0	0	64	0	0	0
	MONARCH AIRLINES	C	12	0	4	67	0	17	17	0	0	23	25	32	8
	MY TRAVEL AIRWAYS UK	C	26	0	0	35	23	27	15	0	0	31	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>104</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>16</b>	<b>110</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	46	0	0	59	13	15	13	0	0	19	57	26	42
	AIR OPERATIONS EUROPE	C	8	0	0	38	0	0	63	0	0	65	10	112	10
	BRITANNIA AB	C	10	0	0	0	10	30	60	0	0	82	0	0	0
	BRITANNIA AIRWAYS	C	36	0	0	47	19	19	11	3	0	33	41	27	37
	CALEDONIAN AIRWAYS	C	18	2	0	17	11	33	28	0	11	104	44	27	9
	EXCEL AIRWAYS LTD	C	13	0	0	23	23	38	15	0	0	38	0	0	0
	FUTURA AIRLINES	C	15	1	0	80	0	13	0	0	7	104	100	2	1
	LEISURE INTERNATIONAL	C	32	0	0	50	28	9	13	0	0	24	78	7	45
	MONARCH AIRLINES	C	40	2	1	35	20	18	28	0	0	42	48	31	42
	MY TRAVEL AIRWAYS UK	C	35	0	2	43	17	23	11	6	0	43	67	13	9
	VIVA	C	10	0	0	10	20	50	20	0	0	40	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>263</b>	<b>5</b>	<b>3</b>	<b>42</b>	<b>17</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>52</b>	<b>30</b>	<b>246</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>546</b>	<b>7</b>	<b>9</b>	<b>46</b>	<b>17</b>	<b>18</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>53</b>	<b>27</b>	<b>555</b>
<b>SRI LANKA</b>															
COLOMBO	BRITISH AIRWAYS PLC	S	17	0	0	65	24	0	0	6	6	60	0	0	0
<b>TOTAL COLOMBO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>60</b>	<b>100</b>	<b>-10</b>	<b>9</b>
<b>TOTAL SRI LANKA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>60</b>	<b>100</b>	<b>-10</b>	<b>9</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	5	0	0	60	0	0	40	0	0	51	0	0	0
	BRITISH AIRWAYS PLC	S	26	0	1	42	27	19	8	4	0	30	48	30	27
	CALEDONIAN AIRWAYS	C	7	0	0	0	14	14	14	0	57	344	50	29	4
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>11</b>	<b>91</b>	<b>48</b>	<b>30</b>	<b>31</b>
<b>TOTAL ST LUCIA</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>11</b>	<b>91</b>	<b>48</b>	<b>30</b>	<b>31</b>
<b>SWEDEN</b>															
GOTEBORG	AIR 2000	C	10	0	0	30	20	10	40	0	0	38	0	0	0

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	59	0	3	81	8	8	2	0	0	7	92	2	62
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-46	0	0	0
<b>TOTAL GOTEBORG</b>			<b>71</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>2</b>	<b>70</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS (EURO OPS) LG	S	3	0	0	67	0	33	0	0	0	17	0	0	0
	EXCALIBUR AIRWAYS	C	11	1	1	45	18	18	0	18	0	69	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>14</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>58</b>	<b>84</b>	<b>8</b>	<b>168</b>
<b>TOTAL SWEDEN</b>			<b>85</b>	<b>1</b>	<b>4</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>7</b>	<b>238</b>
<b>SWITZERLAND</b>															
GENEVA	AIR 2000	C	20	0	0	85	5	0	10	0	0	14	50	36	24
	BRITANNIA AIRWAYS	C	32	0	0	22	19	22	38	0	0	58	47	21	45
	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	0	70	16	8	6	0	0	15	0	0	0
	CALEDONIAN AIRWAYS	C	50	2	0	12	22	18	44	4	0	64	38	29	16
	MONARCH AIRLINES	C	12	0	0	8	25	42	8	0	17	91	8	50	24
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	0	50	50	0	0	61	0	0	0
<b>TOTAL GENEVA</b>			<b>300</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>16</b>	<b>13</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>67</b>	<b>16</b>	<b>294</b>
ZURICH	BRITISH AIRWAYS (EURO OPS) LG	S	3	0	0	0	67	33	0	0	0	25	0	0	0
	FLIGHTLINE LTD	C	71	3	3	48	20	17	14	1	0	31	76	13	88
<b>TOTAL ZURICH</b>			<b>74</b>	<b>3</b>	<b>3</b>	<b>46</b>	<b>22</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>68</b>	<b>17</b>	<b>104</b>
<b>TOTAL SWITZERLAND</b>			<b>374</b>	<b>5</b>	<b>3</b>	<b>50</b>	<b>17</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>68</b>	<b>16</b>	<b>398</b>
<b>SYRIA</b>															
DAMASCUS	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL DAMASCUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SYRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	17	0	0	71	6	12	6	0	6	47	0	0	0
<b>TOTAL DAR-ES-SALAAM</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TANZANIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>THAILAND</b>															
PHUKET	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	-10	0	0	0
<b>TOTAL PHUKET</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>40</b>	<b>49</b>	<b>5</b>
<b>TOTAL THAILAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>56</b>	<b>31</b>	<b>9</b>
<b>TUNISIA</b>															
JERBA	MONARCH AIRLINES	C	10	0	0	40	10	30	20	0	0	34	60	11	10
<b>TOTAL JERBA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>60</b>	<b>11</b>	<b>10</b>
MONASTIR	AIR 2000	C	19	0	1	0	5	32	58	5	0	92	25	40	16
	BRITANNIA AIRWAYS	C	11	0	0	36	18	27	0	18	0	57	33	23	18
	MY TRAVEL AIRWAYS UK	C	19	0	1	42	26	16	16	0	0	37	38	31	8
	NOUVELAIR TUNISIE	C	6	0	0	0	0	0	100	0	0	79	100	2	4
<b>TOTAL MONASTIR</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>14</b>	<b>23</b>	<b>36</b>	<b>5</b>	<b>0</b>	<b>64</b>	<b>38</b>	<b>28</b>	<b>52</b>
SFAX	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	104	0	0	0

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				Actual (7)	Plan (8)										
TOTAL SFAX			2	0	0	0	0	0	100	0	0	104	0	0	0
TOTAL TUNISIA			68	0	2	24	13	24	35	4	0	61	42	25	74
TURKEY															
DALAMAN	ALL LEISURE AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	88	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL DALAMAN			5	0	0	40	20	0	40	0	0	44	0	0	0
ISTANBUL	ISTANBUL HAVA YOLLARI	C	6	0	0	67	33	0	0	0	0	4	0	36	2
	ONUR AIR	C	34	0	0	24	41	24	12	0	0	30	33	23	18
	SUNWAYS	C	18	0	0	56	11	11	0	22	0	69	0	0	0
TOTAL ISTANBUL			58	0	0	38	31	17	7	7	0	40	30	24	20
TOTAL IZMIR (ADNAM MENDERES)			3	0	0	67	0	0	33	0	0	25	0	35	1
TOTAL TURKEY			66	0	0	39	29	15	11	6	0	39	29	24	21
UGANDA															
ENTEbbe	BRITISH AIRWAYS PLC	S	9	0	0	67	11	22	0	0	0	16	0	0	0
TOTAL ENTEBBE			9	0	0	67	11	22	0	0	0	16	0	0	0
TOTAL UGANDA			9	0	0	67	11	22	0	0	0	16	0	0	0
UKRAINE															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINE	S	34	0	0	76	21	3	0	0	0	7	61	14	28
TOTAL KIEV (BORISPOL)			34	0	0	76	21	3	0	0	0	7	61	14	28
TOTAL UKRAINE			34	0	0	76	21	3	0	0	0	7	61	14	28
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	EMIRATES	S	26	0	0	69	12	15	4	0	0	15	86	3	36
TOTAL ABU DHABI INTERNATIONAL			26	0	0	69	12	15	4	0	0	15	86	3	36
DUBAI	EMIRATES	S	34	0	1	71	9	12	9	0	0	19	81	5	26
TOTAL DUBAI			34	0	1	71	9	12	9	0	0	19	81	5	26
TOTAL UNITED ARAB EMIRATES			60	0	1	70	10	13	7	0	0	17	84	4	62
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	164	0	2	71	10	9	10	1	0	17	86	3	170
TOTAL ABERDEEN			164	0	2	71	10	9	10	1	0	17	86	3	170
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	232	2	6	81	11	6	0	1	0	9	91	0	240
TOTAL BELFAST CITY			232	2	6	81	11	6	0	1	0	9	91	0	240
BOURNEMOUTH	FLIGHTLINE LTD	C	2	0	2	50	0	0	50	0	0	54	0	0	0
TOTAL BOURNEMOUTH			2	0	2	50	0	0	50	0	0	54	0	0	0
EAST MIDLANDS	COMMUNITY EXPRESS AIRLINES L	S	80	0	4	91	5	4	0	0	0	2	0	0	0
TOTAL EAST MIDLANDS			80	1	4	91	5	4	0	0	0	2	100	6	2
EDINBURGH	KLM UK LTD	S	268	0	5	76	13	5	4	1	0	14	86	6	261
TOTAL EDINBURGH			268	0	5	76	13	5	4	1	0	14	86	6	261



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				Actual (7)	Plan (8)										
GLASGOW	AIR 2000	C	10	1	0	80	0	0	20	0	0	8	0	0	0
	KLM UK LTD	S	265	0	4	72	15	8	5	0	0	13	88	4	251
<b>TOTAL GLASGOW</b>			<b>276</b>	<b>3</b>	<b>4</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>4</b>	<b>251</b>
GUERNSEY	CITY FLYER EXPRESS	S	120	0	4	77	12	7	5	0	0	8	92	2	146
	JERSEY EUROPEAN AIRWAYS	S	201	0	7	80	10	3	6	0	0	12	92	5	239
<b>TOTAL GUERNSEY</b>			<b>321</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>4</b>	<b>385</b>	
JERSEY	CITY FLYER EXPRESS	S	226	0	2	80	12	6	2	0	0	8	74	11	195
	JERSEY EUROPEAN AIRWAYS	S	214	0	2	80	7	5	7	1	0	15	95	0	221
<b>TOTAL JERSEY</b>			<b>440</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>5</b>	<b>422</b>
LEEDS BRADFORD	CITY FLYER EXPRESS	S	140	1	0	74	9	8	9	0	0	14	78	12	106
<b>TOTAL LEEDS BRADFORD</b>			<b>140</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>12</b>	<b>106</b>
MANCHESTER	AIR 2000	C	26	1	1	27	15	19	38	0	0	42	0	0	0
	AIR 2000	S	9	0	0	56	33	11	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	31	0	0	65	16	6	13	0	0	20	75	11	8
	BRITISH AIRWAYS (EURO OPS) LG	S	328	0	4	78	9	8	5	0	0	12	90	3	323
	CALEDONIAN AIRWAYS	C	9	0	0	44	11	0	44	0	0	62	63	102	16
	LEISURE INTL AIRWAYS LTD	C	10	0	1	60	10	0	30	0	0	28	13	32	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	5	53	38	15
<b>TOTAL MANCHESTER</b>			<b>422</b>	<b>1</b>	<b>6</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>10</b>	<b>396</b>
NEWCASTLE	CITY FLYER EXPRESS	S	257	0	3	75	13	7	4	1	0	12	74	10	176
<b>TOTAL NEWCASTLE</b>			<b>257</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>10</b>	<b>176</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2605</b>	<b>10</b>	<b>47</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>6</b>	<b>2412</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	44	29	18	5	2	3	44	79	5	61
	DELTA AIRLINES	S	124	0	0	53	15	23	6	2	1	26	63	14	122
<b>TOTAL ATLANTA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>22</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>68</b>	<b>11</b>	<b>183</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	61	16	15	8	0	0	19	87	1	62
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>1</b>	<b>62</b>
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	66	5	5	13	8	3	56	65	30	60
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>5</b>	<b>5</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>56</b>	<b>69</b>	<b>25</b>	<b>121</b>
CHARLOTTE	BRITISH AIRWAYS PLC	S	62	0	0	68	13	13	5	2	0	16	82	1	62
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>1</b>	<b>62</b>
CINCINNATI	DELTA AIRLINES	S	62	0	0	55	10	24	11	0	0	23	57	20	60
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>20</b>	<b>60</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	104	0	2	25	25	33	16	1	0	38	27	50	62
	BRITISH AIRWAYS PLC	S	60	0	2	48	20	20	3	8	0	41	68	9	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>34</b>	<b>23</b>	<b>28</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>48</b>	<b>29</b>	<b>124</b>
DETROIT	NORTHWEST AIRLINES	S	78	0	2	51	17	9	18	5	0	40	0	0	0
<b>TOTAL DETROIT</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>17</b>	<b>9</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>56</b>	<b>15</b>	<b>18</b>
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	50	19	13	10	5	3	50	68	25	62
	CONTINENTAL AIRLINES	S	90	0	2	66	14	13	4	2	0	19	71	15	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 HOUSTON			152	0	2	59	16	13	7	3	1	32	69	20	124
LAS VEGAS	LEISURE INTL AIRWAYS LTD	C	7	0	0	14	0	43	43	0	0	66	0	0	0
TOTAL LAS VEGAS			7	0	0	14	0	43	43	0	0	66	0	0	0
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	59	0	1	37	19	20	12	5	7	89	36	13	11
	VIRGIN ATLANTIC AIRWAYS LTD	S	46	0	0	43	30	4	13	7	2	57	55	38	44
TOTAL MIAMI INTERNATIONAL			105	0	1	40	24	13	12	6	5	75	51	33	55
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	59	2	2	58	15	8	12	5	2	55	81	7	62
TOTAL MINNEAPOLIS-ST PAUL			59	2	2	58	15	8	12	5	2	55	81	7	62
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	2	52	18	15	10	5	0	32	85	5	60
TOTAL NEW YORK (JF KENNEDY)			60	0	2	52	18	15	10	5	0	32	85	5	60
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	61	1	1	56	11	16	13	3	0	34	79	8	62
	MONARCH AIRLINES	C	9	0	0	56	0	0	22	22	0	77	0	0	0
TOTAL NEW YORK (NEWARK)			70	1	1	56	10	14	14	6	0	39	78	8	63
ORLANDO	BRITANNIA AIRWAYS	C	7	0	0	71	0	14	14	0	0	19	44	29	9
	BRITISH AIRWAYS PLC	S	37	0	0	32	11	16	22	19	0	83	65	16	34
	LEISURE INTL AIRWAYS LTD	C	23	0	0	52	13	17	13	4	0	40	11	57	18
	MY TRAVEL AIRWAYS UK	C	13	0	0	46	31	8	15	0	0	27	55	20	11
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	4	3	50	5	17	24	2	2	59	44	46	62
TOTAL ORLANDO			139	6	3	46	10	17	20	6	1	57	46	36	135
PITTSBURGH	BRITISH AIRWAYS PLC	S	59	0	2	51	12	32	3	2	0	25	74	8	61
TOTAL PITTSBURGH			59	0	2	51	12	32	3	2	0	25	74	8	61
RALEIGH	AMERICAN AIRLINES	S	62	0	0	66	16	15	3	0	0	12	74	9	61
TOTAL RALEIGH			62	0	0	66	16	15	3	0	0	12	74	9	61
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	62	0	0	55	16	16	10	3	0	26	65	15	62
TOTAL ST LOUIS (LAMBERT)			62	0	0	55	16	16	10	3	0	26	65	15	62
TAMPA	BRITISH AIRWAYS PLC	S	17	0	3	18	24	18	35	6	0	63	0	0	0
TOTAL TAMPA			17	0	3	18	24	18	35	6	0	63	0	0	0
TOTAL USA			1468	11	22	51	16	17	11	4	1	38	67	17	1387
VENEZUELA															
PORLAMAR	LEISURE INTL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	-2	0	0	0
TOTAL PORLAMAR			4	0	0	100	0	0	0	0	0	-2	0	0	0
TOTAL VENEZUELA			4	0	0	100	0	0	0	0	0	-2	0	0	0
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	8	0	0	75	25	0	0	0	0	9	0	0	0
TOTAL LUSAKA			8	0	0	75	25	0	0	0	0	9	0	0	0
TOTAL ZAMBIA			8	0	0	75	25	0	0	0	0	9	0	0	0
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	31	1	2	68	13	6	6	6	0	31	79	8	34
	BRITISH AIRWAYS PLC	S	5	0	0	40	20	0	20	0	20	152	0	0	0

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL HARARE		36	1	2	64	14	6	8	6	3	48	79	8	34
TOTAL ZIMBABWE		36	1	2	64	14	6	8	6	3	48	79	8	34
TOTAL GATWICK		15619	76	345	63	15	11	9	2	0	24	74	14	13322

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ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
SALZBURG	AIR 2000	C	10	0	0	20	40	40	0	0	0	25	0	0	0
TOTAL SALZBURG			10	0	0	20	40	40	0	0	0	25	81	17	16
TOTAL AUSTRIA			10	0	0	20	40	40	0	0	0	25	81	17	16
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	111	0	3	82	7	6	4	1	0	7	79	9	120
TOTAL BRUSSELS			111	0	3	82	7	6	4	1	0	7	79	9	120
TOTAL BELGIUM			111	0	3	82	7	6	4	1	0	7	79	9	120
<b>CANADA</b>															
TORONTO	AIR CANADA	S	44	1	0	23	16	39	20	2	0	48	88	5	26
	AIR TRANSAT	C	2	0	0	100	0	0	0	0	0	-10	0	0	0
TOTAL TORONTO			46	1	0	26	15	37	20	2	0	45	88	5	26
TOTAL CANADA			46	1	0	26	15	37	20	2	0	45	88	5	26
<b>CYPRUS</b>															
LARNACA	MY TRAVEL AIRWAYS UK	C	18	0	0	50	6	28	11	6	0	37	0	0	0
TOTAL LARNACA			18	0	0	50	6	28	11	6	0	37	0	0	0
PAPHOS	AIR 2000	C	8	0	0	38	25	25	13	0	0	37	70	10	10
	BRITANNIA AIRWAYS	C	5	0	1	60	0	20	20	0	0	29	0	0	0
TOTAL PAPHOS			13	0	1	46	15	23	15	0	0	34	75	11	20
TOTAL CYPRUS			31	0	1	48	10	26	13	3	0	36	75	11	20
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	104	0	0	85	11	2	3	0	0	7	89	7	108
TOTAL COPENHAGEN			104	0	0	85	11	2	3	0	0	7	89	7	108
TOTAL DENMARK			105	2	0	84	10	3	3	0	0	7	89	7	108
<b>FRANCE</b>															
CHAMBERY	BRITISH WORLD AIRLINES LTD	C	10	0	0	30	10	40	20	0	0	38	43	23	7
TOTAL CHAMBERY			11	0	0	27	18	36	18	0	0	37	43	23	7
LYON	BRITANNIA AIRWAYS	C	10	0	0	10	50	40	0	0	0	32	0	61	8
	EXCEL AIRWAYS LTD	C	8	2	2	38	13	0	50	0	0	65	0	0	0
TOTAL LYON			18	2	2	22	33	22	22	0	0	46	17	44	18
PARIS (CHARLES DE GAULLE)	BMI BRITISH MIDLAND	S	73	0	2	93	1	1	4	0	0	6	88	11	100
	BRITISH AIRWAYS PLC	S	42	0	1	79	10	12	0	0	0	11	76	11	99
TOTAL PARIS (CHARLES DE GAULLE)			115	0	3	88	4	5	3	0	0	8	85	9	249
TOULOUSE (BLAGNAC)	AIR 2000	C	10	0	0	50	0	20	20	10	0	49	0	0	0
TOTAL TOULOUSE (BLAGNAC)			10	0	0	50	0	20	20	10	0	49	0	0	0
TOTAL FRANCE			154	2	5	73	8	10	7	1	0	17	79	12	274
<b>GERMANY</b>															

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FRANKFURT MAIN	LUFTHANSA	S	14	0	6	100	0	0	0	0	0	-3	83	11	30
<b>TOTAL FRANKFURT MAIN</b>			<b>14</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>80</b>	<b>11</b>	<b>83</b>
HANOVER	BRITISH AIRWAYS PLC	S	62	0	0	87	6	2	5	0	0	7	80	12	59
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>59</b>
<b>TOTAL GERMANY</b>			<b>76</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	<b>195</b>
ICELAND															
KEFLAVIK	ICELANDAIR	S	18	0	0	67	17	6	11	0	0	15	81	7	16
<b>TOTAL KEFLAVIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>7</b>	<b>16</b>
<b>TOTAL ICELAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>7</b>	<b>16</b>
INDIA															
GOA	CALEDONIAN AIRWAYS	C	9	0	0	89	11	0	0	0	0	-8	0	0	0
<b>TOTAL GOA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL INDIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>0</b>	<b>0</b>	<b>0</b>
IRISH REPUBLIC															
DONEGAL	LOGANAIR	S	26	0	3	69	4	12	4	0	12	149	96	-3	26
<b>TOTAL DONEGAL</b>			<b>26</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>149</b>	<b>96</b>	<b>-3</b>	<b>26</b>
DUBLIN	AER LINGUS	S	181	0	0	87	4	4	4	1	0	9	92	2	218
<b>TOTAL DUBLIN</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>2</b>	<b>222</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>207</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>93</b>	<b>2</b>	<b>248</b>
ITALY															
TURIN	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	7	43	16	7
<b>TOTAL TURIN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>16</b>	<b>7</b>
<b>TOTAL ITALY</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>43</b>	<b>16</b>	<b>7</b>
MALTA															
MALTA	AIR 2000	C	9	1	1	89	11	0	0	0	0	3	0	0	0
	AIR MALTA	S	8	0	0	63	13	13	13	0	0	20	10	122	10
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	-5	38	36	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	0	25	318	0	0	0
<b>TOTAL MALTA</b>			<b>33</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>21</b>	<b>70</b>	<b>24</b>
<b>TOTAL MALTA</b>			<b>33</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>21</b>	<b>70</b>	<b>24</b>
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	173	0	3	85	8	3	3	0	0	3	69	14	162
<b>TOTAL AMSTERDAM</b>			<b>173</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>14</b>	<b>162</b>
<b>TOTAL NETHERLANDS</b>			<b>173</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>14</b>	<b>162</b>
NORWAY															
OSLO (GARDERMOEN)	BRAATHENS ASA	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL NORWAY			2	0	0	50	50	0	0	0	0	10	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	11	0	1	18	9	36	36	0	0	63	50	64	8
	BMI BRITISH MIDLAND	C	8	4	0	88	13	0	0	0	4	0	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	30	10	30	30	0	0	38	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	12	0	0	0	0
TOTAL FARO			37	4	1	49	8	24	19	0	0	32	69	35	16
TOTAL PORTUGAL(EXCLUDING MADEIRA)			37	4	1	49	8	24	19	0	0	32	69	35	16
PORTUGAL(MADEIRA)															
FUNCHAL	CALEDONIAN AIRWAYS	C	8	0	0	0	25	38	38	0	0	54	0	0	0
TOTAL FUNCHAL			8	0	0	0	25	38	38	0	0	54	100	2	6
TOTAL PORTUGAL(MADEIRA)			8	0	0	0	25	38	38	0	0	54	100	2	6
SPAIN															
ALICANTE	AIR 2000	C	8	0	0	75	13	13	0	0	11	0	0	0	0
	BMI BRITISH MIDLAND	C	6	0	4	83	17	0	0	0	3	50	17	8	
	BRITANNIA AIRWAYS	C	20	0	0	40	20	40	0	0	23	60	43	10	
	CALEDONIAN AIRWAYS	C	10	0	0	70	30	0	0	0	3	0	0	0	
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	2	0	0	0	
TOTAL ALICANTE			54	0	4	67	17	17	0	0	11	58	27	26	
MALAGA	AIR 2000	C	10	0	0	40	20	20	10	0	10	140	88	8	8
	AIR EUROPA	C	16	0	0	56	25	13	6	0	11	0	98	4	
	BRITANNIA AIRWAYS	C	18	0	0	67	33	0	0	0	11	38	24	8	
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	0	30	40	0	46	0	0	0	
TOTAL MALAGA			54	0	0	52	22	13	11	0	2	41	57	25	28
PALMA DE MALLORCA	AIR 2000	C	8	0	0	50	13	13	25	0	0	25	50	19	10
	BRITANNIA AIRWAYS	C	19	0	1	84	11	0	5	0	7	63	24	8	
	MY TRAVEL AIRWAYS UK	C	14	0	0	86	7	7	0	0	-1	0	0	0	
TOTAL PALMA DE MALLORCA			41	0	1	78	10	5	7	0	0	8	50	22	26
SEVILLE	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	-1	0	0	0	
TOTAL SEVILLE			2	0	0	100	0	0	0	0	-1	0	0	0	
TOTAL SPAIN			151	0	5	65	17	12	6	0	1	21	55	25	80
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	8	0	0	100	0	0	0	0	-4	60	31	10	
	AIR EUROPA	C	8	0	0	0	38	50	13	0	39	0	0	0	
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	-1	75	16	8	
	CALEDONIAN AIRWAYS	C	8	0	0	25	25	38	13	0	36	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	85	0	0	0	
TOTAL ARRECIFE			41	0	0	61	12	17	5	5	30	68	25	38	
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	3	0	73	8	
TOTAL FUERTEVENTURA			10	0	0	80	20	0	0	0	3	0	73	8	
LAS PALMAS	AIR 2000	C	8	0	0	100	0	0	0	0	-8	100	4	8	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	0	25	48	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	9	0	0	0	
	OASIS INTERNATIONAL	C	10	0	0	10	0	20	70	0	0	83	0	48	8
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>31</b>	<b>32</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	18	0	0	83	11	6	0	0	5	83	1	18	
	AIR EUROPA	C	2	0	0	100	0	0	0	0	-10	0	0	0	
	BRITANNIA AIRWAYS	C	10	0	0	60	30	10	0	0	13	15	47	20	
	CALEDONIAN AIRWAYS	C	12	0	0	33	25	8	33	0	37	0	0	0	
	FUTURA AIRLINES	C	10	0	0	10	30	60	0	0	32	70	10	10	
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	17	11	6	0	13	44	22	18	
	OASIS INTERNATIONAL	C	10	0	0	10	10	10	50	20	93	20	29	10	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>46</b>	<b>23</b>	<b>76</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>49</b>	<b>28</b>	<b>154</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	MALMO AVIATION	C	2	0	0	100	0	0	0	0	9	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>-9</b>	<b>2</b>	
<b>SWITZERLAND</b>															
GENEVA	AIR 2000	C	10	0	0	50	40	10	0	0	12	13	37	8	
	BRITANNIA AIRWAYS	C	10	0	0	10	30	60	0	0	29	63	27	8	
<b>TOTAL GENEVA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>35</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>24</b>	<b>24</b>	
<b>TOTAL SWITZERLAND</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>35</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>24</b>	<b>24</b>	
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	6	0	2	50	17	0	33	0	35	0	0	0	
<b>TOTAL MONASTIR</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>17</b>	<b>18</b>	
<b>TOTAL TUNISIA</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>17</b>	<b>18</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	LOGANAIR	S	126	0	0	88	4	3	5	0	5	91	3	138	
<b>TOTAL ABERDEEN</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>3</b>	<b>138</b>	
BARRA	LOGANAIR	S	52	0	0	92	2	6	0	0	0	74	14	54	
<b>TOTAL BARRA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>54</b>	
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	152	4	0	94	1	1	3	0	2	92	3	161	
<b>TOTAL BELFAST CITY</b>			<b>152</b>	<b>4</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>161</b>	
BELFAST INTERNATIONAL	LOGANAIR	S	250	2	0	90	3	4	4	0	4	89	3	232	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>250</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>3</b>	<b>232</b>	
BENBECULA	BRITISH AIRWAYS PLC	S	52	0	0	73	15	8	4	0	8	74	10	54	
<b>TOTAL BENBECULA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>10</b>	<b>54</b>	
BIRMINGHAM	BRITISH AIRWAYS PLC	S	387	4	8	87	6	6	1	0	6	87	6	239	
<b>TOTAL BIRMINGHAM</b>			<b>387</b>	<b>4</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>239</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	204	0	4	89	4	2	4	0	0	5	79	9	214
<b>TOTAL BRISTOL</b>			<b>204</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>9</b>	<b>214</b>
CAMPBELTOWN	LOGANAIR	S	41	3	0	88	2	7	2	0	0	6	77	10	60
<b>TOTAL CAMPBELTOWN</b>			<b>41</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>10</b>	<b>60</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	122	0	4	93	3	3	0	0	0	2	79	14	135
<b>TOTAL CARDIFF WALES</b>			<b>122</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>135</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	61	0	0	92	5	3	0	0	0	-2	89	4	62
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>89</b>	<b>4</b>	<b>62</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	113	1	2	87	10	1	3	0	0	5	80	16	54
<b>TOTAL EAST MIDLANDS</b>			<b>113</b>	<b>1</b>	<b>2</b>	<b>87</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>16</b>	<b>54</b>
GATWICK	KLM UK LTD	S	289	1	11	72	18	6	4	0	0	11	90	4	278
<b>TOTAL GATWICK</b>			<b>289</b>	<b>1</b>	<b>11</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>4</b>	<b>278</b>
HEATHROW	BMI BRITISH MIDLAND	S	473	3	1	86	11	3	1	0	0	6	82	8	479
	BRITISH AIRWAYS PLC	S	663	6	1	83	11	4	2	0	0	9	82	9	673
<b>TOTAL HEATHROW</b>			<b>1136</b>	<b>9</b>	<b>2</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>1152</b>
ISLAY	LOGANAIR	S	51	3	0	75	8	8	10	0	0	14	79	9	53
<b>TOTAL ISLAY</b>			<b>51</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>9</b>	<b>53</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	52	0	1	90	2	6	0	2	0	6	81	8	54
<b>TOTAL ISLE OF MAN</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>8</b>	<b>54</b>
KIRKWALL	LOGANAIR	S	46	1	0	83	9	2	4	2	0	12	78	9	51
<b>TOTAL KIRKWALL</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>9</b>	<b>51</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	91	0	3	89	7	2	2	0	0	6	87	12	152
<b>TOTAL LEEDS BRADFORD</b>			<b>91</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>12</b>	<b>152</b>
LUTON	GB AIRWAYS LTD	S	158	0	8	95	1	3	1	1	0	1	0	0	0
<b>TOTAL LUTON</b>			<b>158</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	AIR CANADA	S	41	1	3	29	24	27	20	0	0	40	92	-3	24
	BMI REGIONAL	S	131	1	1	86	8	5	0	0	0	4	76	9	143
	BRITISH AIRWAYS PLC	S	175	0	3	89	3	6	2	0	0	5	84	7	232
<b>TOTAL MANCHESTER</b>			<b>347</b>	<b>2</b>	<b>7</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>399</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	132	2	2	96	2	1	2	0	0	0	88	8	141
<b>TOTAL SOUTHAMPTON</b>			<b>132</b>	<b>2</b>	<b>2</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>141</b>
STANSTED	KLM UK LTD	S	158	0	0	88	6	6	1	0	0	3	77	9	159
<b>TOTAL STANSTED</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>9</b>	<b>159</b>
STORNOWAY	BRITISH AIRWAYS PLC	S	103	0	0	86	10	4	0	0	0	5	74	14	109
<b>TOTAL STORNOWAY</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>14</b>	<b>109</b>
SUMBURGH	BMI REGIONAL	S	38	0	4	71	18	8	3	0	0	12	100	1	8
	LOGANAIR	S	52	0	0	90	2	2	6	0	0	6	85	11	53
<b>TOTAL SUMBURGH</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>10</b>	<b>61</b>
TREE	LOGANAIR	S	30	0	0	77	3	13	7	0	0	13	77	19	26



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TIREE			30	0	0	77	3	13	7	0	0	13	77	19	26
TOTAL UNITED KINGDOM			4245	32	56	86	8	4	2	0	0	6	83	8	4063
USA															
BOSTON	BRITISH AIRWAYS PLC	S	39	0	5	54	18	10	13	5	0	42	86	2	44
TOTAL BOSTON			39	0	5	54	18	10	13	5	0	42	86	2	44
ORLANDO	MONARCH AIRLINES	C	2	1	2	100	0	0	0	0	0	7	89	-14	9
	MY TRAVEL AIRWAYS UK	C	9	1	1	89	11	0	0	0	0	-1	0	0	0
TOTAL ORLANDO			11	2	3	91	9	0	0	0	0	1	80	-11	10
TOTAL USA			50	2	8	62	16	8	10	4	0	33	85	0	54
TOTAL GLASGOW			5672	46	94	82	8	6	3	0	0	10	81	9	5636

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	28	0	0	21	29	32	14	4	0	44	10	49	20
TOTAL ALGIERS			28	0	0	21	29	32	14	4	0	44	10	49	20
TOTAL ALGERIA			28	0	0	21	29	32	14	4	0	44	10	49	20
<b>ARGENTINA</b>															
BUENOS AIRES	AEROLINEAS ARGENTINAS	S	22	0	0	64	27	9	0	0	0	12	75	8	8
	BRITISH AIRWAYS PLC	S	26	0	0	81	8	12	0	0	0	3	81	10	27
TOTAL BUENOS AIRES			48	0	0	73	17	10	0	0	0	7	80	9	35
TOTAL ARGENTINA			48	0	0	73	17	10	0	0	0	7	80	9	35
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	27	0	0	52	26	11	11	0	0	27	74	5	27
TOTAL BRISBANE			27	0	0	52	26	11	11	0	0	27	74	5	27
MELBOURNE	BRITISH AIRWAYS PLC	S	35	0	0	49	6	37	9	0	0	23	70	12	47
	QANTAS	S	62	0	0	63	21	5	8	3	0	26	56	20	62
TOTAL MELBOURNE			97	0	0	58	15	16	8	2	0	25	62	17	109
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	62	0	0	68	13	18	2	0	0	10	0	0	0
TOTAL PERTH (AUSTRALIA)			62	0	0	68	13	18	2	0	0	10	0	0	0
SYDNEY	QANTAS	S	62	0	0	76	11	6	5	2	0	17	63	13	62
TOTAL SYDNEY			62	0	0	76	11	6	5	2	0	17	63	15	73
TOTAL AUSTRALIA			248	0	0	64	15	14	6	1	0	19	64	14	225
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	220	0	0	79	10	10	2	0	0	6	86	2	190
	BRITISH AIRWAYS PLC	S	186	0	0	83	9	7	1	0	0	7	77	8	186
TOTAL VIENNA			406	0	0	81	10	8	1	0	0	7	82	5	376
TOTAL AUSTRIA			406	0	0	81	10	8	1	0	0	7	82	5	376
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	62	0	1	73	13	10	5	0	0	13	63	19	43
TOTAL BAHRAIN			62	0	1	73	13	10	5	0	0	13	63	19	43
TOTAL BAHRAIN			62	0	1	73	13	10	5	0	0	13	63	19	43
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	36	0	0	33	28	22	14	0	3	39	32	159	34
	BRITISH AIRWAYS PLC	S	35	0	0	71	17	6	3	0	3	28	64	13	36
TOTAL DACCA			71	0	0	52	23	14	8	0	3	33	49	84	70
TOTAL BANGLADESH			71	0	0	52	23	14	8	0	3	33	49	84	70
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	20	0	0	80	10	5	5	0	0	9	67	12	12
TOTAL BRIDGETOWN			20	0	0	80	10	5	5	0	0	9	67	12	12

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			20	0	0	80	10	5	5	0	0	9	67	12	12
BELGIUM															
ANTWERP	SABENA	S	90	0	4	86	12	0	2	0	0	8	87	5	97
TOTAL ANTWERP			90	0	4	86	12	0	2	0	0	8	87	5	97
BRUSSELS	BMI BRITISH MIDLAND	S	363	0	9	80	9	6	3	1	0	13	84	4	436
	BRITISH AIRWAYS PLC	S	389	0	1	74	13	6	5	1	0	16	83	6	399
	SABENA	S	483	0	19	81	12	3	3	1	0	9	85	3	486
TOTAL BRUSSELS			1235	2	29	78	12	5	4	1	0	12	84	5	1375
TOTAL BELGIUM			1325	2	33	79	12	4	4	1	0	12	84	5	1472
BOTSWANA															
GABORONE	BRITISH AIRWAYS PLC	S	18	0	0	61	33	6	0	0	0	10	83	4	18
TOTAL GABORONE			18	0	0	61	33	6	0	0	0	10	83	4	18
TOTAL BOTSWANA			18	0	0	61	33	6	0	0	0	10	83	4	18
BRAZIL															
RIO DE JANEIRO (GALEAO)	VARIG	S	20	0	0	60	30	5	5	0	0	14	26	49	19
TOTAL RIO DE JANEIRO (GALEAO)			20	0	0	60	30	5	5	0	0	14	26	49	19
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	17	0	0	71	6	18	6	0	0	10	67	19	9
	VARIG	S	12	0	0	42	17	33	0	8	0	36	11	43	9
TOTAL SAO PAULO (GUARULHOS)			29	0	0	59	10	24	3	3	0	21	39	31	18
TOTAL BRAZIL			49	0	0	59	18	16	4	2	0	18	32	40	37
BRUNEI															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	36	0	0	61	22	11	6	0	0	18	78	13	36
TOTAL BANDAR SERI BEGAWAN			36	0	0	61	22	11	6	0	0	18	78	13	36
TOTAL BRUNEI			36	0	0	61	22	11	6	0	0	18	78	13	36
BULGARIA															
SOFIA	BALKAN BULGARIAN AIRLINES	S	46	0	0	61	15	22	2	0	0	16	66	13	44
TOTAL SOFIA			46	0	0	61	15	22	2	0	0	16	66	13	44
TOTAL BULGARIA			46	0	0	61	15	22	2	0	0	16	66	13	44
CANADA															
CALGARY	AIR CANADA	S	32	0	0	50	19	13	16	3	0	33	83	-7	24
TOTAL CALGARY			32	0	0	50	19	13	16	3	0	33	83	-7	24
EDMONTON	AIR CANADA	S	12	1	0	58	0	8	25	8	0	51	88	-6	17
TOTAL EDMONTON			12	1	0	58	0	8	25	8	0	51	88	-6	17
HALIFAX INT	AIR CANADA	S	47	0	0	53	6	21	15	4	0	35	58	41	43
TOTAL HALIFAX INT			47	0	0	53	6	21	15	4	0	35	58	41	43
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	1	39	27	23	11	0	0	28	56	20	62
TOTAL OTTAWA INTERNATIONAL			62	0	1	39	27	23	11	0	0	28	56	20	62

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TORONTO	AIR CANADA	S	114	0	1	33	28	21	15	3	0	37	59	20	108
	AIR INDIA	S	15	0	12	7	0	20	53	13	7	142	31	108	26
	BRITISH AIRWAYS PLC	S	62	0	0	55	16	16	11	2	0	27	66	45	65
	CANADIAN AIRLINES INT/L	S	62	0	0	42	13	24	15	6	0	46	82	26	62
<b>TOTAL TORONTO</b>			<b>253</b>	<b>0</b>	<b>13</b>	<b>39</b>	<b>20</b>	<b>21</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>64</b>	<b>36</b>	<b>261</b>
VANCOUVER	AIR CANADA	S	62	0	0	26	23	26	26	0	0	39	34	56	59
	BRITISH AIRWAYS PLC	S	61	0	0	84	10	5	2	0	0	-1	90	-9	62
	CANADIAN AIRLINES INT/L	S	62	0	12	53	19	10	15	3	0	35	81	8	62
<b>TOTAL VANCOUVER</b>			<b>185</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>18</b>	<b>183</b>
<b>TOTAL CANADA</b>			<b>591</b>	<b>1</b>	<b>26</b>	<b>46</b>	<b>18</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>66</b>	<b>26</b>	<b>590</b>
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	16	2	0	75	19	6	0	0	0	6	71	19	17
<b>TOTAL SANTIAGO DE CHILE</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>19</b>	<b>17</b>
<b>TOTAL CHILE</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>19</b>	<b>17</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	18	0	0	78	17	6	0	0	0	-11	50	33	18
	BRITISH AIRWAYS PLC	S	18	0	0	83	11	0	6	0	0	-4	78	5	18
<b>TOTAL BEIJING</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>64</b>	<b>19</b>	<b>36</b>
<b>TOTAL CHINA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>64</b>	<b>19</b>	<b>36</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	19	0	0	74	16	5	5	0	0	14	76	2	17
<b>TOTAL BOGOTA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>2</b>	<b>17</b>
<b>TOTAL COLOMBIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>2</b>	<b>17</b>
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	62	0	0	82	13	2	3	0	0	8	82	9	56
<b>TOTAL ZAGREB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>56</b>
<b>TOTAL CROATIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>56</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	65	0	0	65	25	9	2	0	0	7	61	17	62
	CYPRUS AIRWAYS	S	72	0	1	49	26	21	4	0	0	21	53	30	80
<b>TOTAL LARNACA</b>			<b>137</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>24</b>	<b>142</b>
PAPHOS	CYPRUS AIRWAYS	S	16	0	0	25	50	25	0	0	0	23	43	23	14
<b>TOTAL PAPHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>43</b>	<b>23</b>	<b>14</b>
<b>TOTAL CYPRUS</b>			<b>153</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>28</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>24</b>	<b>156</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	S	62	0	0	95	2	3	0	0	0	-2	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	85	14	1	1	0	0	4	79	2	124
	CSA	S	122	0	2	80	13	4	2	0	0	6	69	10	116
<b>TOTAL PRAGUE</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>6</b>	<b>240</b>

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				Actual (7)	Plan (8)										
<b>TOTAL CZECH REPUBLIC</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>6</b>	<b>240</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	61	1	1	90	5	5	0	0	0	2	85	4	62
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>4</b>	<b>62</b>
<b>COPENHAGEN</b>															
	BRITISH AIRWAYS PLC	S	244	0	0	77	15	5	2	0	0	9	83	5	224
	SAS	S	305	1	0	74	13	10	3	0	0	10	81	4	303
	VARIG	S	28	0	0	46	21	18	11	4	0	35	39	45	28
<b>TOTAL COPENHAGEN</b>			<b>577</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>7</b>	<b>555</b>
<b>TOTAL DENMARK</b>			<b>638</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>6</b>	<b>617</b>
<b>EGYPT</b>															
<b>CAIRO</b>															
	BRITISH AIRWAYS PLC	S	62	0	0	79	16	5	0	0	0	5	87	1	62
	BRITISH AIRWAYS PLC	C	2	1	0	50	0	0	50	0	0	37	0	0	0
	EGYPT AIR	S	64	0	0	3	28	30	31	8	0	65	35	29	60
<b>TOTAL CAIRO</b>			<b>128</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>17</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>15</b>	<b>122</b>
<b>LUXOR</b>	EGYPT AIR	S	10	0	2	50	10	30	10	0	0	20	100	-5	8
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>-5</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>138</b>	<b>2</b>	<b>2</b>	<b>41</b>	<b>21</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>64</b>	<b>14</b>	<b>130</b>
<b>ETHIOPIA</b>															
<b>ADDIS ABABA</b>	ETHIOPIAN AIRLINES	S	46	0	0	24	13	33	26	4	0	53	21	46	34
<b>TOTAL ADDIS ABABA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>13</b>	<b>33</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>46</b>	<b>34</b>
<b>TOTAL ETHIOPIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>13</b>	<b>33</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>46</b>	<b>34</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
<b>BELGRADE</b>	JATAIRWAYS	S	46	0	0	74	11	7	9	0	0	10	65	10	20
<b>TOTAL BELGRADE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>10</b>	<b>20</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>10</b>	<b>20</b>
<b>FINLAND</b>															
<b>HELSINKI</b>	BRITISH AIRWAYS PLC	S	116	0	0	81	12	5	2	0	0	4	85	3	116
	FINNAIR	S	178	0	0	81	11	7	1	0	0	5	73	8	178
<b>TOTAL HELSINKI</b>			<b>294</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>5</b>	<b>319</b>
<b>TOTAL FINLAND</b>			<b>294</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>5</b>	<b>319</b>
<b>FRANCE</b>															
<b>BORDEAUX</b>	AIR INTER EUROPE	S	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL BORDEAUX</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>3</b>	<b>50</b>
<b>DEAUVILLE</b>	BMI BRITISH MIDLAND	C	2	0	0	50	0	0	50	0	0	37	0	0	0
<b>TOTAL DEAUVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LYON</b>	AIR FRANCE	S	160	2	0	70	12	16	2	0	0	11	77	8	128
	AIR INTER EUROPE	S	2	0	0	50	50	0	0	0	0	18	0	0	0
	BRITISH AIRWAYS PLC	S	183	0	0	73	18	8	1	0	0	9	72	9	178

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			Actual (7)	Plan (8)											
<b>TOTAL LYON</b>			<b>345</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>8</b>	314
<b>NICE</b>	AIR FRANCE	S	58	0	0	48	33	16	3	0	0	19	81	8	74
	AIR INTER EUROPE	S	2	0	0	100	0	0	0	0	0	8	0	0	0
	BMI BRITISH MIDLAND	S	106	0	0	70	17	8	5	0	0	13	77	7	109
	BRITISH AIRWAYS PLC	S	186	0	0	67	18	12	3	0	0	13	74	10	186
<b>TOTAL NICE</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>10</b>	384
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	534	1	0	85	12	3	0	0	0	4	82	5	528
	BMI BRITISH MIDLAND	S	504	0	0	87	8	3	2	0	0	5	88	4	530
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	BRITISH AIRWAYS PLC	S	486	0	0	84	10	4	2	0	0	7	89	2	486
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1526</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>4</b>	1544
<b>PARIS (ORLY)</b>	AIR FRANCE	S	219	0	0	84	10	4	2	0	0	7	88	2	238
	AIR INTER EUROPE	S	6	0	0	67	33	0	0	0	0	9	0	0	0
	AIR LIBERTE/ TAT EUROPEAN ALN	S	182	0	3	82	7	10	1	0	0	7	88	3	184
	BMI BRITISH MIDLAND	S	55	0	0	89	7	4	0	0	0	1	82	5	240
	BRITISH AIRWAYS PLC	S	114	0	1	93	4	3	0	0	0	2	86	3	116
<b>TOTAL PARIS (ORLY)</b>			<b>576</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>4</b>	778
<b>STRASBOURG</b>	AIR FRANCE	S	58	0	0	64	24	9	3	0	0	14	61	12	57
	AIR INTER EUROPE	S	2	0	0	50	50	0	0	0	0	20	0	0	0
<b>TOTAL STRASBOURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>12</b>	60
<b>TOULOUSE (BLAGNAC)</b>	AIR FRANCE	S	120	0	0	84	8	7	2	0	0	3	85	2	68
	AIR INTER EUROPE	S	4	0	0	75	25	0	0	0	0	11	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>2</b>	68
<b>TOTAL FRANCE</b>			<b>2988</b>	<b>3</b>	<b>5</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>5</b>	3247
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BRITISH AIRWAYS PLC	S	238	0	0	86	11	2	1	0	0	4	82	5	240
	LUFTHANSA	S	122	0	2	88	9	2	1	0	0	1	84	3	124
<b>TOTAL BERLIN (TEGEL)</b>			<b>360</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>5</b>	365
<b>BREMEN</b>	LUFTHANSA	S	62	0	0	73	23	2	3	0	0	10	64	11	61
<b>TOTAL BREMEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>7</b>	113
<b>COLOGNE (BONN)</b>	BRITISH AIRWAYS PLC	S	114	0	0	83	7	4	5	0	0	10	80	6	116
	LUFTHANSA	S	80	0	2	93	6	0	1	0	0	1	91	2	116
<b>TOTAL COLOGNE (BONN)</b>			<b>194</b>	<b>1</b>	<b>3</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>4</b>	233
<b>DRESDEN</b>	LUFTHANSA	S	89	0	0	76	19	2	2	0	0	9	73	13	59
<b>TOTAL DRESDEN</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	59
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	238	0	0	83	10	3	4	0	0	7	79	8	232
	LUFTHANSA	S	193	0	2	88	7	3	2	0	0	4	81	6	194
<b>TOTAL DUSSELDORF</b>			<b>431</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>7</b>	426
<b>FRANKFURT MAIN</b>	BMI BRITISH MIDLAND	S	238	0	0	84	12	3	0	0	0	5	85	3	240
	BRITISH AIRWAYS PLC	S	316	0	0	80	13	5	2	0	0	8	73	10	240
	LUFTHANSA	S	310	0	0	75	18	5	2	0	0	9	68	11	310

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL FRANKFURT MAIN</b>			<b>864</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>8</b>	790
HAMBURG	BRITISH AIRWAYS PLC	S	186	0	0	80	12	5	2	0	0	7	72	11	186
	LUFTHANSA	S	246	0	0	86	9	5	0	0	0	3	84	4	236
<b>TOTAL HAMBURG</b>			<b>432</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>7</b>	423
HANOVER	BRITISH AIRWAYS PLC	S	78	2	11	83	14	1	1	0	0	3	83	5	86
	LUFTHANSA	S	127	0	0	93	1	4	2	0	0	1	88	2	113
<b>TOTAL HANOVER</b>			<b>205</b>	<b>2</b>	<b>11</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>3</b>	199
LEIPZIG	BRITISH AIRWAYS PLC	S	64	0	0	89	8	2	2	0	0	4	82	8	62
	LUFTHANSA	S	76	0	0	74	14	9	3	0	0	9	71	11	77
<b>TOTAL LEIPZIG</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>10</b>	139
MUNICH	BRITISH AIRWAYS PLC	S	284	0	0	77	17	5	1	0	0	8	84	5	292
	LUFTHANSA	S	261	0	0	80	14	4	2	0	0	4	78	6	263
<b>TOTAL MUNICH</b>			<b>545</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>5</b>	556
NUREMBERG	LUFTHANSA	S	122	0	0	84	9	2	4	0	0	4	81	8	124
<b>TOTAL NUREMBERG</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>8</b>	124
STUTTGART	BRITISH AIRWAYS PLC	S	62	0	0	73	16	6	5	0	0	12	81	6	116
	LUFTHANSA	S	165	0	0	84	8	4	3	1	0	5	85	3	163
<b>TOTAL STUTTGART</b>			<b>227</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>5</b>	280
<b>TOTAL GERMANY</b>			<b>3671</b>	<b>4</b>	<b>18</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>6</b>	3707
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	24	0	1	33	17	33	13	0	4	69	54	35	26
<b>TOTAL ACCRA</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>54</b>	<b>35</b>	26
<b>TOTAL GHANA</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>54</b>	<b>35</b>	26
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	16	0	0	44	44	13	0	0	0	13	23	20	13
<b>TOTAL GIBRALTAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>23</b>	<b>20</b>	13
<b>TOTAL GIBRALTAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>23</b>	<b>20</b>	13
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	126	0	0	79	11	8	2	0	1	13	81	5	124
	OLYMPIC AIRWAYS	S	130	0	4	58	23	15	3	1	0	16	58	17	139
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	76	16	3	5	0	0	6	92	-1	62
<b>TOTAL ATHENS</b>			<b>318</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>9</b>	325
SALONIKA	BRITISH AIRWAYS PLC	S	62	0	0	81	11	5	2	2	0	11	84	9	61
<b>TOTAL SALONIKA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>9</b>	61
<b>TOTAL GREECE</b>			<b>380</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>9</b>	386
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	62	0	0	84	6	5	5	0	0	7	71	60	62
	CATHAY PACIFIC AIRWAYS	S	82	0	0	87	9	2	1	0	1	5	80	16	70
	UNITED AIRLINES	S	62	0	0	71	16	6	5	2	0	14	0	0	0

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				Actual (7)	Plan (8)										
HONG KONG (CHEP LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	2	83	12	3	2	0	0	0	64	32	61
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>266</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>35</b>	<b>193</b>
<b>TOTAL HONG KONG</b>			<b>266</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>35</b>	<b>193</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	124	0	0	74	17	6	2	0	0	10	73	9	101
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	81	10	6	3	0	0	7	62	14	95
<b>TOTAL BUDAPEST</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>11</b>	<b>196</b>
<b>TOTAL HUNGARY</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>11</b>	<b>196</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	62	0	0	63	18	16	3	0	0	16	65	10	46
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>10</b>	<b>46</b>
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>10</b>	<b>46</b>
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	17	0	0	59	29	6	6	0	0	11	71	12	17
<b>TOTAL CALCUTTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>12</b>	<b>17</b>
DELHI	AIR CANADA	S	36	0	0	56	6	11	22	6	0	33	51	50	35
	BRITISH AIRWAYS PLC	S	10	0	0	60	20	10	10	0	0	13	33	14	9
<b>TOTAL DELHI</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>9</b>	<b>11</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>48</b>	<b>43</b>	<b>44</b>
MADRAS/CHENNAI	AIR INDIA	S	18	0	0	67	0	6	17	11	0	50	71	24	14
	BRITISH AIRWAYS PLC	S	26	0	0	69	8	15	8	0	0	10	84	0	25
<b>TOTAL MADRAS/CHENNAI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>79</b>	<b>9</b>	<b>39</b>
MUMBAI	AIR INDIA	S	54	0	55	9	24	28	31	4	4	73	37	43	106
	BRITISH AIRWAYS PLC	S	36	0	0	36	19	39	6	0	0	26	83	1	36
<b>TOTAL MUMBAI</b>			<b>90</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>22</b>	<b>32</b>	<b>21</b>	<b>2</b>	<b>2</b>	<b>54</b>	<b>49</b>	<b>32</b>	<b>142</b>
<b>TOTAL INDIA</b>			<b>197</b>	<b>0</b>	<b>55</b>	<b>43</b>	<b>16</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>55</b>	<b>29</b>	<b>242</b>
<b>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	36	0	0	58	25	8	8	0	0	23	57	19	30
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>19</b>	<b>30</b>
<b>TOTAL INDONESIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>19</b>	<b>30</b>
<b>IRAN</b>															
TEHRAN	BRITISH AIRWAYS PLC	S	18	0	0	83	11	6	0	0	0	1	83	-2	18
	IRAN AIR	S	26	0	0	31	31	23	15	0	0	37	46	46	26
<b>TOTAL TEHRAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>26</b>	<b>44</b>
<b>TOTAL IRAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>26</b>	<b>44</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	188	0	0	63	19	10	6	2	0	21	69	13	198
<b>TOTAL CORK</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>13</b>	<b>198</b>
DUBLIN	AER LINGUS	S	728	0	8	79	16	3	2	0	0	9	84	6	748



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				Actual (7)	Plan (8)										
DUBLIN	BMI BRITISH MIDLAND	S	485	0	2	78	14	5	3	0	0	10	85	3	487
<b>TOTAL DUBLIN</b>			<b>1213</b>	<b>1</b>	<b>10</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>5</b>	1236
SHANNON	AER LINGUS	S	196	0	0	73	20	4	3	0	0	10	81	10	206
<b>TOTAL SHANNON</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	206
<b>TOTAL IRISH REPUBLIC</b>			<b>1597</b>	<b>1</b>	<b>10</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>6</b>	1640
ISRAEL															
OVDA	EL AL	S	16	0	0	75	19	6	0	0	0	1	89	1	18
<b>TOTAL OVDA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>1</b>	18
TEL AVIV	BRITISH AIRWAYS PLC	S	74	0	0	69	18	7	7	0	0	13	79	6	62
	EL AL	S	78	2	2	58	21	13	9	0	0	17	67	15	89
<b>TOTAL TEL AVIV</b>			<b>152</b>	<b>2</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>11</b>	152
<b>TOTAL ISRAEL</b>			<b>168</b>	<b>2</b>	<b>2</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>10</b>	170
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	62	0	0	34	34	26	6	0	0	26	65	11	62
<b>TOTAL BOLOGNA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>33</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>65</b>	<b>11</b>	62
MILAN (LINATE)	ALITALIA	S	372	0	0	51	27	17	5	0	0	19	67	13	367
	BRITISH AIRWAYS PLC	S	248	0	0	48	27	20	5	0	0	22	79	9	248
<b>TOTAL MILAN (LINATE)</b>			<b>620</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>11</b>	615
PISA	BRITISH AIRWAYS PLC	S	62	0	0	71	15	13	2	0	0	13	61	14	62
<b>TOTAL PISA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>14</b>	62
ROME (FIUMICINO)	AIR FRANCE	S	44	0	0	59	27	14	0	0	0	14	59	16	49
	ALITALIA	S	310	0	0	63	23	12	2	0	0	14	62	19	301
	BRITISH AIRWAYS PLC	S	250	0	0	66	21	12	1	0	0	12	77	10	248
<b>TOTAL ROME (FIUMICINO)</b>			<b>604</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>15</b>	598
TURIN	ALITALIA	S	60	0	2	82	15	3	0	0	0	5	93	-2	57
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	0	50	0	0	71	0	0	0
	BRITISH AIRWAYS PLC	S	116	0	0	81	10	5	3	0	0	7	78	8	55
<b>TOTAL TURIN</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>3</b>	112
VENICE	BRITISH AIRWAYS PLC	S	62	0	0	79	13	6	2	0	0	9	89	9	62
<b>TOTAL VENICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>9</b>	62
<b>TOTAL ITALY</b>			<b>1590</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>23</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>12</b>	1511
JAPAN															
NAGOYA (AFB)	BRITISH AIRWAYS PLC	S	18	0	0	67	22	11	0	0	0	4	79	17	19
<b>TOTAL NAGOYA (AFB)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>17</b>	19
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	18	0	0	72	22	6	0	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	26	1	2	88	12	0	0	0	0	-3	79	71	19
	JAPAN AIRLINES	S	44	0	0	73	18	9	0	0	0	3	78	5	32
<b>TOTAL OSAKA (KANSAI)</b>			<b>88</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>29</b>	51
TOKYO (NARITA)	AEROFLOT	S	19	0	0	53	26	16	5	0	0	20	41	38	17
	ALL NIPPON AIRWAYS	S	62	0	0	92	6	2	0	0	0	-4	81	2	62

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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)										
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	115	1	0	74	17	6	3	0	0	4	76	6	112
	JAPAN AIRLINES	S	84	0	4	79	13	4	4	1	0	2	78	5	72
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	69	19	9	2	2	0	9	63	14	52
<b>TOTAL TOKYO (NARITA)</b>			<b>334</b>	<b>1</b>	<b>4</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>8</b>	<b>315</b>
<b>TOTAL JAPAN</b>			<b>440</b>	<b>2</b>	<b>6</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>11</b>	<b>385</b>
<b>JORDAN</b>															
AMMAN	BRITISH AIRWAYS PLC	S	26	0	0	81	12	8	0	0	0	6	93	-4	15
	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	76	0	12	12	0	0	9	0	0	0
	ROYAL JORDANIAN	S	53	0	1	68	9	19	4	0	0	12	75	16	61
<b>TOTAL AMMAN</b>			<b>96</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>8</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>12</b>	<b>76</b>
<b>TOTAL JORDAN</b>			<b>96</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>8</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>12</b>	<b>77</b>
<b>KENYA</b>															
MOMBASA	KENYA AIRWAYS	S	5	0	0	80	20	0	0	0	0	6	38	30	13
<b>TOTAL MOMBASA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>30</b>	<b>13</b>
NAIROBI	BRITISH AIRWAYS PLC	S	10	1	0	20	40	30	10	0	0	30	53	22	17
	KENYA AIRWAYS	S	65	0	2	65	11	12	5	2	6	67	45	42	55
<b>TOTAL NAIROBI</b>			<b>75</b>	<b>1</b>	<b>2</b>	<b>59</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>62</b>	<b>47</b>	<b>37</b>	<b>72</b>
<b>TOTAL KENYA</b>			<b>80</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>15</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>59</b>	<b>46</b>	<b>36</b>	<b>85</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	44	0	0	91	5	5	0	0	0	1	87	0	38
	KUWAIT AIRWAYS	S	62	1	0	48	24	16	11	0	0	22	73	16	66
<b>TOTAL KUWAIT</b>			<b>106</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>104</b>
<b>TOTAL KUWAIT</b>			<b>106</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>104</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	C	4	0	0	75	25	0	0	0	0	-8	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KYRGYZSTAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	10	0	0	90	0	0	10	0	0	10	90	-6	42
	MEA	S	36	0	0	78	14	6	3	0	0	9	69	16	35
<b>TOTAL BEIRUT</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>4</b>	<b>77</b>
<b>TOTAL LEBANON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>4</b>	<b>77</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	36	0	0	97	3	0	0	0	0	-4	94	-4	36
<b>TOTAL VILNIUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>94</b>	<b>-4</b>	<b>36</b>
<b>TOTAL LITHUANIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>94</b>	<b>-4</b>	<b>36</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	52	0	0	87	12	2	0	0	0	3	93	6	54

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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)										
LUXEMBOURG	LUXAIR	S	114	0	0	73	16	10	2	0	0	8	80	5	116
<b>TOTAL LUXEMBOURG</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>5</b>	<b>170</b>
<b>TOTAL LUXEMBOURG</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>5</b>	<b>170</b>
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	4	2	0	50	50	0	0	0	0	11	50	12	8
<b>TOTAL LILONGWE</b>			<b>4</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>12</b>	<b>8</b>
<b>TOTAL MALAWI</b>			<b>4</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>12</b>	<b>8</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	123	0	1	67	15	9	5	1	3	32	68	14	73
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>32</b>	<b>68</b>	<b>14</b>	<b>73</b>
<b>TOTAL MALAYSIA</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>32</b>	<b>68</b>	<b>14</b>	<b>73</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	114	0	0	25	37	26	11	0	0	28	35	35	122
<b>TOTAL MALTA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>37</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>35</b>	<b>35</b>	<b>122</b>
<b>TOTAL MALTA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>37</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>35</b>	<b>35</b>	<b>122</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	20	0	0	25	15	25	30	0	5	78	28	50	18
<b>TOTAL MAURITIUS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>15</b>	<b>25</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>28</b>	<b>50</b>	<b>18</b>
<b>TOTAL MAURITIUS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>15</b>	<b>25</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>28</b>	<b>50</b>	<b>18</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	27	0	0	70	22	7	0	0	0	7	78	4	27
<b>TOTAL MEXICO CITY</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>4</b>	<b>27</b>
<b>TOTAL MEXICO</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>4</b>	<b>27</b>
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	10	0	0	70	10	10	10	0	0	17	60	12	10
<b>TOTAL AGADIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>12</b>	<b>10</b>
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	44	0	0	59	23	11	7	0	0	15	27	29	45
	ROYAL AIR MAROC	S	54	0	0	48	26	15	11	0	0	24	62	19	52
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>24</b>	<b>97</b>
MARRAKESH	GB AIRWAYS LTD	S	18	0	0	89	11	0	0	0	0	2	75	8	16
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>8</b>	<b>16</b>
TANGIERS (IBN BATUTA)	GB AIRWAYS LTD	S	10	0	0	50	10	30	10	0	0	24	70	14	10
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>14</b>	<b>10</b>
<b>TOTAL MOROCCO</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>20</b>	<b>133</b>
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	25	1	0	80	8	0	4	4	4	45	77	12	26

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				Actual (7)	Plan (8)										
TOTAL WINDHOEK			25	1	0	80	8	0	4	4	4	45	77	12	26
TOTAL NAMIBIA			25	1	0	80	8	0	4	4	4	45	77	12	26
NATIONALIST CHINA (TAIWAN)															
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	58	27	12	4	0	0	14	76	15	17
	EVA AIR	S	26	0	0	65	15	15	4	0	0	13	54	27	26
TOTAL TAIPEI			52	0	0	62	21	13	4	0	0	13	63	23	43
TOTAL NATIONALIST CHINA (TAIWAN)			52	0	0	62	21	13	4	0	0	13	63	23	43
NETHERLANDS															
AMSTERDAM	BMI BRITISH MIDLAND	S	477	0	0	87	10	1	2	0	0	6	84	4	480
	BRITISH AIRWAYS PLC	S	412	0	3	85	8	3	4	0	0	5	79	8	408
	KLM	S	495	1	1	83	10	4	2	0	0	7	87	1	493
	UNITED AIRLINES	S	17	0	3	35	41	24	0	0	0	20	63	11	8
TOTAL AMSTERDAM			1401	2	7	84	10	3	3	0	0	6	83	4	1389
EINDHOVEN	KLM	S	82	0	2	87	13	0	0	0	0	3	89	2	92
TOTAL EINDHOVEN			82	0	2	87	13	0	0	0	0	3	89	2	92
ROTTERDAM	KLM	S	256	0	4	84	9	4	3	0	0	5	79	9	250
TOTAL ROTTERDAM			256	0	4	84	9	4	3	0	0	5	79	9	250
TOTAL NETHERLANDS			1739	2	13	84	10	3	3	0	0	6	83	5	1731
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	46	0	0	67	15	7	9	2	0	17	69	15	36
TOTAL AUCKLAND INTERNATIONAL			46	0	0	67	15	7	9	2	0	17	69	16	59
TOTAL NEW ZEALAND			46	0	0	67	15	7	9	2	0	17	69	16	59
NIGERIA															
LAGOS	NIGERIA AIRWAYS	S	17	1	9	6	0	24	41	18	12	192	8	218	12
TOTAL LAGOS			17	1	9	6	0	24	41	18	12	192	8	218	12
TOTAL NIGERIA			17	1	9	6	0	24	41	18	12	192	7	182	15
NORWAY															
BERGEN	BMI BRITISH MIDLAND	S	62	0	0	69	24	6	0	0	0	8	81	4	62
TOTAL BERGEN			62	0	0	69	24	6	0	0	0	8	81	4	62
OSLO (FORNEBU)	BRITISH AIRWAYS PLC	S	178	0	0	87	7	6	0	0	0	4	81	6	178
	SAS	S	232	1	0	81	9	6	4	0	0	8	79	7	236
TOTAL OSLO (FORNEBU)			410	1	0	83	8	6	2	0	0	7	80	7	415
STAVANGER	SAS	S	124	0	0	85	10	5	0	0	0	4	86	2	124
TOTAL STAVANGER			124	0	0	85	10	5	0	0	0	4	86	2	124
TOTAL NORWAY			596	1	0	82	10	6	2	0	0	6	81	5	601
OMAN															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	63	19	11	3	3	0	23	84	-1	62
	GULF AIR	S	82	0	1	76	11	10	4	0	0	10	64	14	92

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		Reporting Airport: HEATHROW (Full Analysis)											MAR 1995		
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
				Actual (7)	Plan (8)										
TOTAL MUSCAT			144	0	1	70	15	10	3	1	0	16	72	8	154
TOTAL OMAN			144	0	1	70	15	10	3	1	0	16	72	8	154
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	18	0	0	22	17	28	33	0	0	48	27	41	15
TOTAL ISLAMABAD			18	0	0	22	17	28	33	0	0	48	27	41	15
KARACHI	PAKISTAN INTL AIRLINES	S	38	0	0	50	18	24	8	0	0	27	31	41	36
TOTAL KARACHI			38	0	0	50	18	24	8	0	0	27	31	41	36
TOTAL PAKISTAN			56	0	0	41	18	25	16	0	0	34	29	41	51
PHILIPPINES															
MANILA	BRITISH AIRWAYS PLC	S	36	0	0	58	19	14	8	0	0	16	76	13	29
TOTAL MANILA			36	0	0	58	19	14	8	0	0	16	76	13	29
TOTAL PHILIPPINES			36	0	0	58	19	14	8	0	0	16	76	13	29
POLAND															
KRAKOW	LOT-POLISH AIRLINES	S	5	0	0	80	20	0	0	0	0	1	80	-3	5
TOTAL KRAKOW			5	0	0	80	20	0	0	0	0	1	80	-3	5
WARSAW	BRITISH AIRWAYS PLC	S	92	0	0	76	22	2	0	0	0	7	87	6	91
	LOT-POLISH AIRLINES	S	86	0	0	79	12	5	5	0	0	7	85	0	87
TOTAL WARSAW			178	0	0	78	17	3	2	0	0	7	86	3	178
TOTAL POLAND			183	0	0	78	17	3	2	0	0	6	86	3	183
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR PORTUGAL	S	38	0	0	55	18	16	11	0	0	22	81	11	42
TOTAL FARO			38	0	0	55	18	16	11	0	0	22	81	11	42
LISBON	AIR PORTUGAL	S	162	0	0	72	16	7	4	1	0	16	80	5	166
	BRITISH AIRWAYS PLC	S	186	0	0	76	18	5	1	0	0	5	80	6	188
TOTAL LISBON			348	0	0	74	17	6	2	1	0	10	80	5	354
OPORTO (PORTUGAL)	AIR PORTUGAL	S	62	0	0	90	10	0	0	0	0	1	90	3	62
	BRITISH AIRWAYS PLC	S	62	0	0	85	11	3	0	0	0	5	85	7	62
TOTAL OPORTO (PORTUGAL)			124	0	0	88	10	2	0	0	0	3	88	5	124
TOTAL PORTUGAL(EXCLUDING MADEIRA)			510	0	0	76	15	6	2	0	0	9	82	6	520
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	18	0	0	50	17	22	11	0	0	25	61	35	18
TOTAL FUNCHAL			18	0	0	50	17	22	11	0	0	25	61	35	18
TOTAL PORTUGAL(MADEIRA)			18	0	0	50	17	22	11	0	0	25	61	35	18
QATAR															
DOHA	GULF AIR	S	4	0	0	100	0	0	0	0	0	-5	100	-7	4
TOTAL DOHA			4	0	0	100	0	0	0	0	0	-5	100	-7	4
TOTAL QATAR			4	0	0	100	0	0	0	0	0	-5	100	-7	4

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>REPUBLIC OF KOREA</b>															
SEOUL (KIMPO)	BRITISH AIRWAYS PLC	S	18	0	0	89	11	0	0	0	0	0	61	18	18
	KOREAN AIR	S	26	0	0	85	8	8	0	0	0	2	62	10	26
<b>TOTAL SEOUL (KIMPO)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>44</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>44</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	37	0	0	76	16	8	0	0	0	9	84	7	19
	SOUTH AFRICAN AIRWAYS	S	18	0	1	67	28	0	6	0	0	15	88	0	8
<b>TOTAL CAPE TOWN</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>5</b>	<b>27</b>
DURBAN	BRITISH AIRWAYS PLC	S	25	1	1	92	4	0	4	0	0	3	68	12	19
	SOUTH AFRICAN AIRWAYS	S	27	0	0	52	33	11	4	0	0	19	50	18	18
<b>TOTAL DURBAN</b>			<b>52</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>14</b>	<b>37</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	47	0	0	83	13	4	0	0	0	5	80	27	44
	SOUTH AFRICAN AIRWAYS	S	57	1	7	47	35	9	5	2	2	34	59	17	54
<b>TOTAL JOHANNESBURG</b>			<b>104</b>	<b>1</b>	<b>7</b>	<b>63</b>	<b>25</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>68</b>	<b>22</b>	<b>98</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>211</b>	<b>2</b>	<b>9</b>	<b>68</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>17</b>	<b>162</b>
<b>REPUBLIC OF YEMEN</b>															
ADEN	ALYEMDA	S	9	0	0	0	0	11	22	56	11	236	75	11	8
<b>TOTAL ADEN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>56</b>	<b>11</b>	<b>236</b>	<b>75</b>	<b>11</b>	<b>8</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>56</b>	<b>11</b>	<b>236</b>	<b>75</b>	<b>11</b>	<b>8</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	54	0	0	78	13	2	7	0	0	3	75	12	71
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>71</b>
<b>TOTAL RUMANIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>71</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	92	0	0	61	16	12	8	2	1	30	54	33	87
	BRITISH AIRWAYS PLC	S	62	0	0	85	8	2	5	0	0	1	60	12	78
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>57</b>	<b>23</b>	<b>165</b>
ST PETERSBURG	AEROFLOT	S	10	0	0	90	10	0	0	0	0	-2	100	-6	8
	BRITISH AIRWAYS PLC	S	46	0	0	89	7	0	4	0	0	-1	84	4	44
<b>TOTAL ST PETERSBURG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>87</b>	<b>2</b>	<b>52</b>
<b>TOTAL RUSSIA</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>18</b>	<b>217</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	BRITISH AIRWAYS PLC	S	52	0	2	85	10	4	2	0	0	3	98	-2	43
	SAUDI ARABIAN AIRLINES	S	11	0	0	91	9	0	0	0	0	5	72	10	18
<b>TOTAL DHAHRAN</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>1</b>	<b>61</b>
JEDDAH	BRITISH AIRWAYS PLC	S	35	0	0	80	9	6	6	0	0	12	56	18	36
	SAUDI ARABIAN AIRLINES	S	35	0	0	74	14	9	3	0	0	13	64	14	36

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL JEDDAH</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>16</b>	<b>72</b>
RIYADH	BRITISH AIRWAYS PLC	S	26	0	0	96	4	0	0	0	0	-3	38	16	21
	SAUDI ARABIAN AIRLINES	S	16	0	0	69	31	0	0	0	0	8	70	6	10
<b>TOTAL RIYADH</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>13</b>	<b>31</b>
<b>TOTAL SAUDI ARABIA</b>			<b>175</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>10</b>	<b>164</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	124	0	0	77	17	2	2	2	0	7	73	11	124
<b>TOTAL SINGAPORE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>11</b>	<b>124</b>
<b>TOTAL SINGAPORE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>11</b>	<b>124</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	60	0	2	82	15	0	3	0	0	5	80	5	54
<b>TOTAL LJUBLJANA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>5</b>	<b>54</b>
<b>TOTAL SLOVENIA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>5</b>	<b>54</b>
<b>SPAIN</b>															
ALICANTE	IBERIA	S	2	0	0	50	0	50	0	0	0	24	0	0	0
	VIVA	S	42	0	0	64	24	10	2	0	0	13	73	9	62
<b>TOTAL ALICANTE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>9</b>	<b>62</b>
BARCELONA	BRITISH AIRWAYS PLC	S	186	0	0	76	17	3	4	0	0	9	76	8	186
	IBERIA	S	186	0	0	87	7	3	3	0	0	4	87	1	186
<b>TOTAL BARCELONA</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>5</b>	<b>372</b>
BILBAO	BRITISH AIRWAYS PLC	S	62	0	0	92	8	0	0	0	0	3	95	-3	62
	IBERIA	S	62	0	0	85	11	3	0	0	0	1	87	5	62
<b>TOTAL BILBAO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>1</b>	<b>124</b>
MADRID	BRITISH AIRWAYS PLC	S	187	0	1	60	26	13	1	0	0	14	61	14	186
	IBERIA	S	300	0	0	84	12	3	2	0	0	5	90	1	302
<b>TOTAL MADRID</b>			<b>487</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>6</b>	<b>488</b>
MALAGA	IBERIA	S	62	0	0	61	23	13	3	0	0	16	0	0	0
<b>TOTAL MALAGA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>10</b>	<b>62</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	62	0	0	56	18	24	2	0	0	17	85	2	62
	IBERIA	S	2	0	0	50	50	0	0	0	0	15	0	0	0
	VIVA	S	42	0	0	67	26	7	0	0	0	8	76	8	62
<b>TOTAL PALMA DE MALLORCA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>5</b>	<b>124</b>
SEVILLE	IBERIA	S	62	0	2	87	6	5	2	0	0	6	92	-2	62
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>-2</b>	<b>62</b>
VALENCIA	IBERIA	S	62	0	0	89	11	0	0	0	0	3	85	3	62
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>3</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>1319</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>5</b>	<b>1356</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	36	0	0	81	8	6	6	0	0	0	59	13	34

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				Actual (7)	Plan (8)										
<b>TOTAL COLOMBO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>34</b>
<b>TOTAL SRI LANKA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>34</b>
<b>SUDAN</b>															
<b>KHARTOUM</b>	SUDAN AIRWAYS	S	20	0	0	55	20	15	10	0	0	24	59	41	17
<b>TOTAL KHARTOUM</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>59</b>	<b>41</b>	<b>17</b>
<b>TOTAL SUDAN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>59</b>	<b>41</b>	<b>17</b>
<b>SWEDEN</b>															
<b>GOTEBORG</b>	BRITISH AIRWAYS PLC	S	124	0	0	88	3	6	2	0	0	5	94	1	123
	SAS	S	174	0	1	87	7	4	2	0	0	5	83	4	165
<b>TOTAL GOTEBORG</b>			<b>298</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>2</b>	<b>288</b>
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS PLC	S	248	0	0	80	12	6	2	1	0	7	86	4	238
	SAS	S	298	1	1	81	11	7	1	0	0	5	85	3	270
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>546</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>3</b>	<b>508</b>
<b>TOTAL SWEDEN</b>			<b>844</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>3</b>	<b>796</b>
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	BRITISH AIRWAYS PLC	S	114	0	0	79	15	2	4	0	0	10	75	10	110
	SWISS AIRLINES	S	120	0	4	77	18	4	2	0	0	10	70	12	124
<b>TOTAL BASLE MULHOUSE</b>			<b>234</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>11</b>	<b>234</b>
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	292	0	0	65	23	12	1	0	0	14	65	16	248
	SWISSAIR	S	248	0	0	71	21	6	2	0	0	11	79	7	248
<b>TOTAL GENEVA</b>			<b>540</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>12</b>	<b>504</b>
<b>ZURICH</b>	BMI BRITISH MIDLAND	S	238	0	0	75	16	8	0	0	0	9	0	0	0
	BRITISH AIRWAYS PLC	S	246	0	0	70	20	7	2	1	0	13	80	7	240
	SWISSAIR	S	310	0	0	72	21	6	1	0	0	9	79	6	310
<b>TOTAL ZURICH</b>			<b>794</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>7</b>	<b>550</b>
<b>TOTAL SWITZERLAND</b>			<b>1568</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>9</b>	<b>1288</b>
<b>SYRIA</b>															
<b>DAMASCUS</b>	BRITISH AIRWAYS PLC	S	8	1	0	100	0	0	0	0	0	-4	0	0	0
	BRITISH MEDITERRANEAN AIRWA	S	19	0	0	79	11	11	0	0	0	3	0	0	0
	SYRIANAIR	S	25	1	0	48	16	20	12	0	4	57	88	-3	25
<b>TOTAL DAMASCUS</b>			<b>52</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>88</b>	<b>-3</b>	<b>25</b>
<b>TOTAL SYRIA</b>			<b>52</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>88</b>	<b>-3</b>	<b>25</b>
<b>TANZANIA</b>															
<b>DAR-ES-SALAAM</b>	ALLIANCE	S	18	0	0	56	28	17	0	0	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	14	0	0	57	7	21	14	0	0	24	62	20	26
<b>TOTAL DAR-ES-SALAAM</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>20</b>	<b>26</b>
<b>TOTAL TANZANIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>20</b>	<b>26</b>
<b>THAILAND</b>															
<b>BANGKOK</b>	THAI AIRWAYS INTERNATIONAL	S	62	0	0	61	13	15	6	0	5	50	63	25	62



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ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BANGKOK			62	0	0	61	13	15	6	0	5	50	63	25	62
TOTAL THAILAND			62	0	0	61	13	15	6	0	5	50	63	25	62
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	61	1	1	46	26	18	10	0	0	21	76	9	54
TOTAL PORT OF SPAIN			61	1	1	46	26	18	10	0	0	21	76	9	54
TOTAL TRINIDAD AND TOBAGO			61	1	1	46	26	18	10	0	0	21	76	9	54
TUNISIA															
TUNIS	GB AIRWAYS LTD	S	24	0	0	50	29	21	0	0	0	18	46	30	28
	TUNISAIR	S	28	0	0	43	11	25	21	0	0	33	31	36	26
TOTAL TUNIS			52	0	0	46	19	23	12	0	0	26	39	33	54
TOTAL TUNISIA			52	0	0	46	19	23	12	0	0	26	39	33	54
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	122	0	2	70	14	14	2	0	0	12	78	4	124
	ISTANBUL HAVA YOLLARI	C	20	0	0	45	5	25	20	5	0	40	33	32	18
	THY TURK HAVA YOLLARI TURKIS	S	116	0	0	58	22	17	3	0	0	16	67	9	96
TOTAL ISTANBUL			258	0	2	62	17	16	4	0	0	16	70	8	238
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	18	0	0	50	22	22	6	0	0	15	50	28	24
TOTAL IZMIR (ADNAM MENDERES)			18	0	0	50	22	22	6	0	0	15	50	28	24
TOTAL TURKEY			276	0	2	62	17	17	4	0	0	16	68	10	262
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	C	10	0	0	60	20	20	0	0	0	1	0	0	0
TOTAL ASHKHABAD			10	0	0	60	20	20	0	0	0	1	0	0	0
TOTAL TURKMENISTAN			10	0	0	60	20	20	0	0	0	1	0	0	0
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	8	1	0	25	25	25	25	0	0	38	58	14	19
TOTAL ENTEBBE			8	1	0	25	25	25	25	0	0	38	58	14	19
TOTAL UGANDA			8	1	0	25	25	25	25	0	0	38	58	14	19
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	61	0	1	93	7	0	0	0	0	-3	85	2	62
	EMIRATES	S	18	0	0	56	17	11	17	0	0	27	54	13	13
	GULF AIR	S	44	1	1	57	23	14	7	0	0	18	65	23	54
TOTAL ABU DHABI INTERNATIONAL			123	1	2	75	14	7	5	0	0	9	74	12	129
DUBAI	EMIRATES	S	106	0	0	63	19	11	5	2	0	19	63	11	110
TOTAL DUBAI			106	0	0	63	19	11	5	2	0	19	63	11	110
TOTAL UNITED ARAB EMIRATES			229	1	2	69	16	9	5	1	0	13	69	12	239
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	384	1	0	86	8	4	2	0	0	5	89	4	392

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)											
<b>TOTAL ABERDEEN</b>			<b>384</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	392
<b>BELFAST INTERNATIONAL</b>	BMI BRITISH MIDLAND	S	485	0	1	89	7	3	1	0	0	4	90	2	488
	BRITISH AIRWAYS PLC	S	360	1	0	76	17	6	2	0	0	9	84	5	366
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>845</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>3</b>	854
<b>EDINBURGH</b>	BMI BRITISH MIDLAND	S	476	0	6	79	13	7	1	0	0	7	89	3	531
	BRITISH AIRWAYS PLC	S	666	15	0	83	12	4	1	0	0	7	85	5	672
<b>TOTAL EDINBURGH</b>			<b>1142</b>	<b>15</b>	<b>6</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>4</b>	1203
<b>GLASGOW</b>	BMI BRITISH MIDLAND	S	476	0	0	87	10	1	1	0	0	5	83	5	480
	BRITISH AIRWAYS PLC	S	663	6	1	85	10	4	2	0	0	7	82	6	674
<b>TOTAL GLASGOW</b>			<b>1139</b>	<b>6</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>6</b>	1154
<b>GUERNSEY</b>	KLM UK LTD	S	228	0	2	90	5	4	1	0	0	2	84	5	230
<b>TOTAL GUERNSEY</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>5</b>	230
<b>INVERNESS</b>	BRITISH AIRWAYS PLC	S	168	0	0	86	10	4	1	0	0	6	85	6	172
<b>TOTAL INVERNESS</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	172
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	169	0	1	72	15	10	3	0	0	11	89	2	170
<b>TOTAL ISLE OF MAN</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>2</b>	170
<b>JERSEY</b>	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-5	0	0	0
	BRITISH AIRWAYS PLC	S	248	0	0	88	5	6	2	0	0	6	85	9	243
<b>TOTAL JERSEY</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	243
<b>LEEDS BRADFORD</b>	BMI BRITISH MIDLAND	S	273	0	7	83	9	3	5	0	0	8	81	8	291
<b>TOTAL LEEDS BRADFORD</b>			<b>273</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	291
<b>LIVERPOOL</b>	BRITISH AIRWAYS PLC	C	3	0	0	67	0	33	0	0	0	15	0	0	0
<b>TOTAL LIVERPOOL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	0
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	601	19	1	82	12	5	2	0	0	8	85	5	616
<b>TOTAL MANCHESTER</b>			<b>602</b>	<b>19</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>5</b>	666
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	332	0	0	90	7	2	1	0	0	2	87	4	340
<b>TOTAL NEWCASTLE</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>4</b>	340
<b>NEWQUAY</b>	BRITISH AIRWAYS CITIEXPRESS L	S	68	0	1	82	12	4	1	0	0	4	82	8	73
<b>TOTAL NEWQUAY</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>8</b>	73
<b>PLYMOUTH</b>	BRITISH AIRWAYS CITIEXPRESS L	S	150	0	1	64	19	11	5	0	0	15	68	16	151
<b>TOTAL PLYMOUTH</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>16</b>	151
<b>TEESSIDE</b>	BMI BRITISH MIDLAND	S	279	0	1	85	6	5	4	0	0	7	86	3	286
<b>TOTAL TEESSIDE</b>			<b>279</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>3</b>	286
<b>TOTAL UNITED KINGDOM</b>			<b>6032</b>	<b>42</b>	<b>22</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>5</b>	6225
<b>USA</b>															
<b>BOSTON</b>	AMERICAN AIRLINES	S	121	0	2	52	15	26	7	1	0	23	89	3	62
	BRITISH AIRWAYS PLC	S	115	2	5	67	17	9	3	3	1	20	73	11	73
<b>TOTAL BOSTON</b>			<b>236</b>	<b>2</b>	<b>7</b>	<b>59</b>	<b>16</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>7</b>	135
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	168	1	1	53	17	19	8	2	0	29	70	8	110

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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)										
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	63	1	1	46	29	19	3	3	0	26	81	5	72
	UNITED AIRLINES	S	62	0	0	71	15	8	6	0	0	14	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>293</b>	<b>2</b>	<b>2</b>	<b>55</b>	<b>19</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>7</b>	<b>182</b>
DETROIT	BRITISH AIRWAYS PLC	S	62	0	0	47	29	15	6	3	0	29	60	40	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>40</b>	<b>62</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	47	21	19	13	0	0	23	97	-4	62
	BRITISH AIRWAYS PLC	S	120	0	0	68	18	10	3	0	0	12	80	2	123
	UNITED AIRLINES	S	62	0	0	50	21	24	3	2	0	22	65	20	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	58	19	10	13	0	0	20	79	3	62
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>306</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>5</b>	<b>309</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	48	21	23	8	0	0	23	71	13	62
	BRITISH AIRWAYS PLC	S	62	0	1	60	21	19	0	0	0	13	62	22	84
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>18</b>	<b>146</b>
NEW YORK (JF KENNEDY)	AIR INDIA	S	38	0	24	11	16	34	34	5	0	68	39	39	62
	AMERICAN AIRLINES	S	368	0	1	54	16	20	8	1	1	23	78	7	308
	BRITISH AIRWAYS PLC	S	354	1	4	66	15	10	8	1	0	20	83	7	359
	KUWAIT AIRWAYS	S	25	1	0	56	8	20	16	0	0	25	67	26	27
	UNITED AIRLINES	S	123	1	0	58	19	17	6	1	0	17	85	3	188
	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	46	22	20	9	4	0	33	70	9	105
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1024</b>	<b>3</b>	<b>29</b>	<b>56</b>	<b>16</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>9</b>	<b>1049</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	62	0	0	48	19	23	6	3	0	28	84	-1	62
	UNITED AIRLINES	S	62	0	0	60	11	16	11	2	0	27	76	12	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	65	13	15	6	2	0	20	77	8	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>6</b>	<b>186</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	3	1	52	28	12	8	0	0	21	71	11	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>3</b>	<b>1</b>	<b>52</b>	<b>28</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>5</b>	<b>124</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	63	0	0	70	24	3	3	0	0	10	69	11	71
	UNITED AIRLINES	S	62	0	0	52	21	16	10	2	0	29	68	13	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	43	39	9	9	0	0	25	63	22	51
<b>TOTAL SAN FRANCISCO</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>15</b>	<b>184</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	2	1	53	20	17	10	0	0	23	92	-6	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>60</b>	<b>2</b>	<b>1</b>	<b>53</b>	<b>20</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>-3</b>	<b>95</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	63	0	0	59	22	11	3	5	0	28	63	21	71
	UNITED AIRLINES	S	106	0	0	48	24	17	9	2	0	30	69	13	94
<b>TOTAL WASHINGTON (DULLES)</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>17</b>	<b>165</b>
<b>TOTAL USA</b>			<b>2699</b>	<b>12</b>	<b>41</b>	<b>56</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>10</b>	<b>2637</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	38	0	1	87	3	0	11	0	0	4	94	-20	33
<b>TOTAL TASHKENT</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>-20</b>	<b>33</b>
<b>TOTAL UZBEKISTAN</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>-20</b>	<b>33</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>VENEZUELA</b>															
CARACAS	VIASA	S	18	0	0	67	6	11	17	0	0	22	38	32	16
TOTAL CARACAS			18	0	0	67	6	11	17	0	0	22	38	32	16
TOTAL VENEZUELA			18	0	0	67	6	11	17	0	0	22	38	32	16
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	8	1	0	88	13	0	0	0	0	3	47	26	19
TOTAL LUSAKA			8	1	0	88	13	0	0	0	0	3	47	26	19
TOTAL ZAMBIA			8	1	0	88	13	0	0	0	0	3	47	26	19
<b>ZIMBABWE</b>															
HARARE	BRITISH AIRWAYS PLC	S	4	1	0	100	0	0	0	0	0	4	100	2	1
TOTAL HARARE			4	1	0	100	0	0	0	0	0	4	100	2	1
TOTAL ZIMBABWE			4	1	0	100	0	0	0	0	0	4	100	2	1
TOTAL HEATHROW			35071	94	289	75	14	7	3	0	0	11	78	8	34835

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
SALZBURG	BRITANNIA AIRWAYS	C	14	1	1	86	7	0	7	0	0	8	77	9	13
TOTAL SALZBURG			14	1	1	86	7	0	7	0	0	8	77	9	13
TOTAL AUSTRIA			14	1	1	86	7	0	7	0	0	8	77	9	13
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	6	5	0	83	17	0	0	0	0	5	43	136	7
	EUROCYPRIA AIRLINES LTD	C	2	0	0	0	0	0	50	50	0	178	25	25	4
	MONARCH AIRLINES	C	12	0	0	75	8	0	17	0	0	16	0	0	0
TOTAL LARNACA			20	5	0	70	10	0	15	5	0	29	24	73	25
PAPHOS	AIR 2000	C	8	0	1	75	13	0	13	0	0	21	90	0	10
	BRITANNIA AIRWAYS	C	18	0	0	78	0	0	11	11	0	50	62	18	21
	CALEDONIAN AIRWAYS	C	10	0	0	10	30	40	20	0	0	47	38	32	8
TOTAL PAPHOS			37	0	1	57	11	11	16	5	0	44	62	19	55
TOTAL CYPRUS			57	5	1	61	11	7	16	5	0	39	50	35	80
<b>FRANCE</b>															
LYON	BRITANNIA AIRWAYS	C	10	0	0	50	10	30	10	0	0	29	39	43	18
	MONARCH AIRLINES	C	10	0	0	50	10	40	0	0	0	24	0	0	0
TOTAL LYON			20	0	0	50	10	35	5	0	0	27	39	43	18
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	144	2	0	99	0	1	1	0	0	-4	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			144	2	0	99	0	1	1	0	0	-4	87	4	152
TOTAL FRANCE			164	2	0	93	1	5	1	0	0	0	80	10	176
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	179	3	11	89	3	7	1	0	0	1	83	6	120
TOTAL DUBLIN			179	3	11	89	3	7	1	0	0	1	83	6	120
KERRY COUNTY	BA CITIEXPRESS (IOM) LTD	S	28	0	0	93	7	0	0	0	0	-9	100	-8	28
TOTAL KERRY COUNTY			28	0	0	93	7	0	0	0	0	-9	100	-8	28
WATERFORD	SCOT AIRWAYS	S	48	1	0	71	8	13	8	0	0	16	91	-1	128
TOTAL WATERFORD			48	1	0	71	8	13	8	0	0	16	91	-1	128
TOTAL IRISH REPUBLIC			255	4	11	86	5	7	2	0	0	3	89	1	276
<b>ISRAEL</b>															
OVDA	MONARCH AIRLINES	C	10	0	0	30	10	20	40	0	0	49	0	0	0
TOTAL OVDA			10	0	0	30	10	20	40	0	0	49	0	0	0
TOTAL ISRAEL			10	0	0	30	10	20	40	0	0	49	0	0	0
<b>ITALY</b>															
TOTAL GENOA			2	0	0	100	0	0	0	0	0	-11	0	0	0
NAPLES	EXCEL AIRWAYS LTD	C	8	0	0	13	0	50	13	25	0	105	0	0	0
TOTAL NAPLES			8	0	0	13	0	50	13	25	0	105	17	36	6
PALERMO	EXCEL AIRWAYS LTD	C	10	0	0	10	10	0	60	20	0	121	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PALERMO			10	0	0	10	10	0	60	20	0	121	33	25	6
ROME (CIAMPINO)	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	118	0	0	0
TOTAL ROME (CIAMPINO)			2	0	0	0	0	0	100	0	0	118	0	0	0
TURIN	MY TRAVEL AIRWAYS UK	C	8	0	1	63	13	0	25	0	0	42	0	0	0
TOTAL TURIN			8	0	1	63	13	0	25	0	0	42	0	0	0
TOTAL ITALY			30	0	1	30	7	13	37	13	0	87	31	25	13
MALTA															
MALTA	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	20	0	0	24	60	19	10
TOTAL MALTA			10	0	0	70	10	0	20	0	0	24	58	25	12
TOTAL MALTA			10	0	0	70	10	0	20	0	0	24	58	25	12
NETHERLANDS															
AMSTERDAM	SCOT AIRWAYS	S	178	7	0	91	6	1	2	0	0	0	0	0	0
TOTAL AMSTERDAM			178	7	0	91	6	1	2	0	0	0	0	0	0
TOTAL NETHERLANDS			178	7	0	91	6	1	2	0	0	0	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	8	1	0	88	13	0	0	0	0	3	89	7	9
TOTAL FARO			8	1	0	88	13	0	0	0	0	3	89	7	9
TOTAL PORTUGAL(EXCLUDING MADEIRA)			8	1	0	88	13	0	0	0	0	3	89	7	9
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	C	8	0	0	63	25	0	13	0	0	21	25	25	8
TOTAL FUNCHAL			8	0	0	63	25	0	13	0	0	21	25	25	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	63	25	0	13	0	0	21	25	25	8
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	1	75	25	0	0	0	0	9	43	129	7
	MONARCH AIRLINES	S	25	1	1	48	36	16	0	0	0	17	69	11	16
TOTAL ALICANTE			33	1	2	55	33	12	0	0	0	15	61	47	23
MAHON	MONARCH AIRLINES	S	9	3	0	67	33	0	0	0	0	10	100	-2	10
TOTAL MAHON			9	3	0	67	33	0	0	0	0	10	100	-2	10
MALAGA	BRITANNIA AIRWAYS	C	18	1	0	67	6	17	11	0	0	22	56	21	18
	MONARCH AIRLINES	S	28	0	0	79	21	0	0	0	0	5	65	13	26
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	3	0	0	0
TOTAL MALAGA			56	1	0	75	16	5	4	0	0	10	61	16	44
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	16	2	0	56	31	0	13	0	0	26	43	63	7
	MONARCH AIRLINES	S	6	0	1	0	67	33	0	0	0	30	0	0	0
TOTAL PALMA DE MALLORCA			22	2	1	41	41	9	9	0	0	27	43	63	7
TOTAL SPAIN			120	7	3	63	27	8	3	0	0	15	64	26	84

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ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	1	0	100	0	0	0	0	0	-20	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	-3	60	18	10
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6	79	-3	19
<b>TOTAL ARRECIFE</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>72</b>	<b>4</b>	<b>29</b>
FUERTEVENTURA	MONARCH AIRLINES	C	7	1	0	71	29	0	0	0	0	6	100	3	9
<b>TOTAL FUERTEVENTURA</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>3</b>	<b>9</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	20	20	43	10
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	1	88	-8	8
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>20</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	9	1	0	89	11	0	0	0	0	-1	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	60	20	10	10	0	0	21	56	30	16
	FUTURA AIRLINES	C	10	0	0	0	20	20	60	0	0	91	10	43	10
	MONARCH AIRLINES	S	18	0	0	56	22	22	0	0	0	18	67	32	18
	MONARCH AIRLINES	C	12	0	0	8	33	33	25	0	0	43	50	17	10
	VIVA	C	10	0	0	20	30	20	30	0	0	45	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>30</b>	<b>54</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>120</b>	<b>3</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>20</b>	<b>110</b>
<b>SWEDEN</b>															
GOTEBORG	AIR 2000	C	8	0	0	100	0	0	0	0	0	-7	0	0	0
<b>TOTAL GOTEBORG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
GENEVA	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	0	0	50	721	0	0	0
<b>TOTAL GENEVA</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>721</b>	<b>50</b>	<b>15</b>	<b>6</b>
<b>TOTAL SWITZERLAND</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>721</b>	<b>50</b>	<b>15</b>	<b>6</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	9	1	1	89	11	0	0	0	0	2	50	15	8
<b>TOTAL MONASTIR</b>			<b>9</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>15</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>9</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>15</b>	<b>8</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	GB AIRWAYS LTD	S	51	1	0	90	4	2	4	0	0	-1	0	0	0
<b>TOTAL ABERDEEN</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	81	8	5	6	0	0	8	94	-1	71
<b>TOTAL BELFAST CITY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>-1</b>	<b>71</b>
BRISTOL	BRITANNIA AIRWAYS	C	8	1	0	88	0	0	13	0	0	-1	0	0	0
<b>TOTAL BRISTOL</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAMBRIDGE	SCOT AIRWAYS	S	29	3	0	76	10	7	7	0	0	11	0	0	0
<b>TOTAL CAMBRIDGE</b>			<b>29</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
EDINBURGH	GB AIRWAYS LTD	S	155	1	0	92	4	3	1	0	0	2	0	0	0
<b>TOTAL EDINBURGH</b>			<b>155</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
GLASGOW	GB AIRWAYS LTD	S	157	1	2	93	4	2	0	1	0	1	0	0	0
<b>TOTAL GLASGOW</b>			<b>157</b>	<b>1</b>	<b>2</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	28	0	0	93	7	0	0	0	0	-2	100	-4	25
<b>TOTAL ISLE OF MAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>100</b>	<b>-4</b>	<b>25</b>
MANCHESTER	BRITANNIA AIRWAYS	C	9	2	1	78	0	0	22	0	0	15	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	50	10	20	20	0	0	32	75	15	8
<b>TOTAL MANCHESTER</b>			<b>19</b>	<b>2</b>	<b>1</b>	<b>63</b>	<b>5</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>15</b>	<b>8</b>
NEWCASTLE	AIR 2000	C	7	0	1	86	0	14	0	0	0	3	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>516</b>	<b>9</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>0</b>	<b>162</b>
<b>USA</b>															
LAS VEGAS	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	20	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUTON</b>			<b>1517</b>	<b>43</b>	<b>22</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>957</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRALIA</b>															
MELBOURNE	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL MELBOURNE			2	0	0	100	0	0	0	0	0	2	0	0	0
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	13	50	12	2
TOTAL PERTH (AUSTRALIA)			2	0	0	50	50	0	0	0	0	13	50	12	2
SYDNEY	MY TRAVEL AIRWAYS UK	C	6	2	2	83	0	0	17	0	0	-2	50	30	10
TOTAL SYDNEY			7	2	2	86	0	0	14	0	0	-1	50	29	12
TOTAL AUSTRALIA			12	2	2	83	8	0	8	0	0	2	50	26	14
<b>AUSTRIA</b>															
INNSBRUCK	LEISURE INTERNATIONAL	C	19	0	0	26	16	37	21	0	0	45	55	63	20
TOTAL INNSBRUCK			19	0	0	26	16	37	21	0	0	45	55	63	20
SALZBURG	AIR 2000	C	10	0	0	20	20	40	20	0	0	39	50	25	8
	BRITANNIA AIRWAYS	C	17	0	0	65	18	6	12	0	0	21	69	13	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	10	10	0	0	15	0	0	0
TOTAL SALZBURG			37	0	2	54	16	16	14	0	0	24	63	18	40
VIENNA	LAUDA-AIR	S	51	1	0	92	8	0	0	0	0	-1	72	9	54
TOTAL VIENNA			51	1	0	92	8	0	0	0	0	-1	72	9	54
TOTAL AUSTRIA			107	1	2	67	12	12	8	0	0	16	66	21	114
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	13	75	-5	4
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	33	0	0	0	0	5	75	16	8
TOTAL BRIDGETOWN			17	0	0	76	18	0	6	0	0	9	75	9	12
TOTAL BARBADOS			17	0	0	76	18	0	6	0	0	9	75	9	12
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	96	0	0	79	7	4	7	2	0	17	84	8	100
	SABENA	S	56	0	1	82	11	2	2	4	0	13	69	15	70
TOTAL BRUSSELS			152	0	1	80	9	3	5	3	0	16	78	11	170
TOTAL BELGIUM			152	0	1	80	9	3	5	3	0	16	78	11	170
<b>BULGARIA</b>															
PLOVDIV	BALKAN BULGARIAN AIRLINES	C	4	0	0	100	0	0	0	0	0	-11	0	0	0
	MONARCH AIRLINES	C	5	0	1	80	20	0	0	0	0	-3	0	0	0
TOTAL PLOVDIV			9	0	1	89	11	0	0	0	0	-6	60	61	5
SOFIA	BRITANNIA AIRWAYS	C	7	0	1	43	29	29	0	0	0	24	43	46	7
	MY TRAVEL AIRWAYS UK	C	5	0	1	60	0	40	0	0	0	20	0	0	0
TOTAL SOFIA			12	0	2	50	17	33	0	0	0	22	58	29	12
TOTAL BULGARIA			21	0	3	67	14	19	0	0	0	10	59	38	17
<b>CANADA</b>															
TORONTO	AIR CANADA	S	44	0	0	27	14	30	25	5	0	53	92	-6	26

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)										
TORONTO	AIR TRANSAT	C	2	0	0	0	50	50	0	0	0	24	0	0	0
<b>TOTAL TORONTO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>30</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>92</b>	<b>-6</b>	<b>26</b>
<b>TOTAL CANADA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>30</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>92</b>	<b>-6</b>	<b>26</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	9	0	0	56	33	11	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	5	0	1	60	20	20	0	0	0	4	33	29	9
	CYPRUS AIRWAYS	S	18	0	0	72	17	11	0	0	0	8	26	41	19
	MY TRAVEL AIRWAYS UK	C	17	0	1	29	12	29	29	0	0	46	55	26	11
<b>TOTAL LARNACA</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>31</b>	<b>50</b>
PAPHOS	AIR 2000	S	16	0	0	69	13	19	0	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	19	0	0	68	0	0	32	0	0	31	55	30	22
	CALEDONIAN AIRWAYS	C	10	0	0	50	10	20	20	0	0	29	75	15	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	13	63	0	0	69	41	49	17
<b>TOTAL PAPHOS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>6</b>	<b>11</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>29</b>	<b>72</b>
<b>TOTAL CYPRUS</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>12</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>49</b>	<b>30</b>	<b>122</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	18	0	0	100	0	0	0	0	0	1	89	5	18
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>18</b>
<b>DENMARK</b>															
BILLUND	NEWAIR AIR SERVICE	S	94	0	0	94	4	2	0	0	0	-2	89	0	100
<b>TOTAL BILLUND</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>89</b>	<b>0</b>	<b>100</b>
COPENHAGEN	AER LINGUS	S	58	0	1	91	3	3	0	2	0	6	92	-2	62
	SAS	S	163	0	2	86	7	4	4	0	0	6	88	2	126
<b>TOTAL COPENHAGEN</b>			<b>221</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>0</b>	<b>188</b>
<b>TOTAL DENMARK</b>			<b>315</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>0</b>	<b>288</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	8	21	69	14
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	-15	80	-6	5
<b>TOTAL PUERTO PLATA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>35</b>	<b>23</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	5	0	2	60	20	20	0	0	0	15	0	0	0
	LEISURE INTL AIRWAYS LTD	C	4	0	0	0	25	25	50	0	0	58	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>9</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>35</b>	<b>23</b>
<b>EGYPT</b>															
LUXOR	AIR 2000	C	10	0	0	60	0	20	20	0	0	27	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	13	75	14	8
<b>TOTAL LUXOR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>12</b>	<b>18</b>
<b>TOTAL EGYPT</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>12</b>	<b>18</b>

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				Actual (7)	Plan (8)										
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	62	0	0	81	10	6	3	0	0	4	82	7	61
	SAS	S	2	0	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL HELSINKI</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>61</b>
<b>TOTAL FINLAND</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>61</b>
<b>FRANCE</b>															
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	12	0	0	92	8	0	0	0	0	1	0	0	0
<b>TOTAL BEAUVAIS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>-8</b>	<b>17</b>
CHAMBERY	AER LINGUS	C	10	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL CHAMBERY</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>26</b>	<b>8</b>
DEAUVILLE	BRITANNIA AIRWAYS	C	3	0	0	33	67	0	0	0	0	9	0	0	0
<b>TOTAL DEAUVILLE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRENOBLE	AIR 2000	C	10	0	0	40	20	20	20	0	0	29	50	18	8
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>18</b>	<b>8</b>
<b>LYON</b>															
	AIR 2000	C	10	0	0	90	10	0	0	0	0	2	0	0	0
	AIR LITTORAL	S	70	0	8	84	11	1	3	0	0	5	78	6	78
	BRITANNIA AIRWAYS	C	20	0	0	35	15	35	15	0	0	37	38	28	26
	CALEDONIAN AIRWAYS	C	10	0	0	0	10	30	60	0	0	90	0	0	0
	MONARCH AIRLINES	C	10	0	0	0	40	40	20	0	0	46	38	41	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	0	30	40	0	0	57	0	0	0
<b>TOTAL LYON</b>			<b>130</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>13</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>16</b>	<b>136</b>
<b>NICE</b>															
	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS PLC	S	2	0	0	0	50	50	0	0	0	37	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	83	17	0	0	0	0	2	100	-4	2
<b>TOTAL NICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>-4</b>	<b>2</b>
<b>PARIS (CHARLES DE GAULLE)</b>															
	AIR FRANCE	S	204	0	0	92	6	2	0	0	0	3	87	4	208
	BRITISH AIRWAYS PLC	S	270	0	0	89	7	3	0	0	0	2	87	3	278
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	17	33	0	0	0	19	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>480</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>4</b>	<b>486</b>
<b>TOULOUSE (BLAGNAC)</b>															
	AIR 2000	C	10	0	0	90	10	0	0	0	0	4	63	10	8
	BRITANNIA AIRWAYS	C	10	0	0	50	20	10	20	0	0	27	38	61	8
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	1	88	5	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	40	10	0	0	37	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>23</b>	<b>26</b>
<b>TOTAL FRANCE</b>			<b>696</b>	<b>1</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>7</b>	<b>759</b>
<b>GAMBIA</b>															
BANJUL	AIR 2000	C	9	0	0	67	11	11	11	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	25	0	0	0
<b>TOTAL BANJUL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GAMBIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	158	0	0	89	6	4	1	0	0	2	94	0	162
	LUFTHANSA	S	104	0	0	91	8	0	1	0	0	2	84	4	108
<b>TOTAL DUSSELDORF</b>			<b>262</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>2</b>	<b>270</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	125	0	1	86	6	6	1	0	0	2	91	0	124
	LUFTHANSA	S	125	0	1	86	7	7	0	0	0	5	73	11	124
<b>TOTAL FRANKFURT MAIN</b>			<b>250</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>6</b>	<b>248</b>
HAMBURG	LUFTHANSA CITY LINE	S	52	0	0	90	6	0	4	0	0	6	75	8	52
<b>TOTAL HAMBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>4</b>	<b>106</b>
HANOVER	BRITISH AIRWAYS PLC	S	62	0	0	95	3	0	2	0	0	0	77	12	62
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>62</b>
MUNICH	BRITISH AIRWAYS PLC	S	62	0	0	76	10	10	5	0	0	11	82	6	62
	LUFTHANSA CITY LINE	S	105	0	2	78	12	6	4	0	0	5	82	12	65
<b>TOTAL MUNICH</b>			<b>167</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>127</b>
<b>TOTAL GERMANY</b>			<b>793</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>6</b>	<b>867</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	18	0	0	39	22	39	0	0	0	23	33	36	18
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	-17	0	0	0
<b>TOTAL GIBRALTAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>36</b>	<b>18</b>
<b>TOTAL GIBRALTAR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>36</b>	<b>18</b>
<b>GREECE</b>															
ATHENS	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	116	0	0	0
<b>TOTAL ATHENS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>93</b>	<b>3</b>	<b>43</b>
<b>TOTAL GREECE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>86</b>	<b>9</b>	<b>49</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	62	0	0	95	2	0	3	0	0	-3	68	37	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>68</b>	<b>37</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>68</b>	<b>37</b>	<b>62</b>
<b>INDIA</b>															
GOA	BRITANNIA AIRWAYS	C	9	0	0	22	22	11	44	0	0	55	0	0	0
	CALEDONIAN AIRWAYS	C	9	1	1	78	0	0	22	0	0	26	70	45	10
	MONARCH AIRLINES	C	9	0	0	33	11	22	33	0	0	40	89	-9	9
<b>TOTAL GOA</b>			<b>27</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>79</b>	<b>19</b>	<b>19</b>
MUMBAI	AIR INDIA	S	18	0	0	33	11	28	17	11	0	70	0	0	0
<b>TOTAL MUMBAI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>28</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL INDIA</b>			<b>45</b>	<b>1</b>	<b>1</b>	<b>40</b>	<b>11</b>	<b>18</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>79</b>	<b>19</b>	<b>19</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	28	0	0	79	11	7	0	4	0	12	100	-8	28

## 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)										
<b>TOTAL CONNAUGHT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>-8</b>	<b>28</b>
<b>CORK</b>	AER LINGUS	S	18	0	0	94	6	0	0	0	0	-3	75	3	8
	AIR 2000	C	2	0	0	0	0	0	100	0	0	76	0	0	0
	BA CITIEXPRESS (IOM) LTD	C	4	0	0	50	50	0	0	0	0	15	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	102	2	0	84	8	4	4	0	0	7	86	9	107
<b>TOTAL CORK</b>			<b>130</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>115</b>
<b>DUBLIN</b>	AER LINGUS	S	305	2	4	90	5	3	1	0	0	3	92	1	290
	RYANAIR	S	340	2	11	88	8	4	0	0	0	5	80	10	206
<b>TOTAL DUBLIN</b>			<b>645</b>	<b>4</b>	<b>15</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>5</b>	<b>533</b>
<b>KERRY COUNTY</b>	GILL AIRWAYS	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL KERRY COUNTY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-1</b>	<b>5</b>
<b>SHANNON</b>	BRITISH REGIONAL AIRLINES LTD	S	51	0	1	80	10	4	6	0	0	9	85	3	34
<b>TOTAL SHANNON</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>3</b>	<b>34</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>857</b>	<b>7</b>	<b>17</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>5</b>	<b>726</b>
<b>ISRAEL</b>															
<b>OVDA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	63	13	8
<b>TOTAL OVDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>8</b>
<b>TEL AVIV</b>	EL AL	S	16	0	0	75	19	6	0	0	0	7	100	-6	19
<b>TOTAL TEL AVIV</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-6</b>	<b>19</b>
<b>TOTAL ISRAEL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>0</b>	<b>27</b>
<b>ITALY</b>															
<b>BERGAMO</b>	AIR 2000	C	8	0	0	50	25	0	0	25	0	56	100	-2	8
	BRITANNIA AIRWAYS	C	9	1	0	22	56	22	0	0	0	22	38	25	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	30	0	40	0	0	50	0	0	0
<b>TOTAL BERGAMO</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>37</b>	<b>7</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>67</b>	<b>16</b>	<b>24</b>
<b>MILAN (LINATE)</b>	BRITISH AIRWAYS PLC	S	104	0	0	64	16	13	6	0	0	14	86	10	108
<b>TOTAL MILAN (LINATE)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>10</b>	<b>108</b>
<b>NAPLES</b>	BRITANNIA AIRWAYS	C	17	0	1	88	6	0	0	0	6	28	67	17	15
	SABENA	S	25	0	1	76	16	4	0	4	0	15	73	15	26
<b>TOTAL NAPLES</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>21</b>	<b>71</b>	<b>16</b>	<b>41</b>
<b>PISA</b>	BRITISH WORLD AIRLINES LTD	C	14	0	0	71	29	0	0	0	0	7	57	22	14
	MY TRAVEL AIRWAYS UK	C	19	0	0	47	16	26	0	11	0	41	0	0	0
<b>TOTAL PISA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>22</b>	<b>14</b>
<b>ROME (CIAMPINO)</b>	BRITISH WORLD AIRLINES LTD	C	18	0	0	72	17	11	0	0	0	11	67	17	18
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>17</b>	<b>18</b>
<b>ROME (FIUMICINO)</b>	BRITISH AIRWAYS PLC	S	50	0	0	82	10	6	0	2	0	12	85	5	54
	SABENA	S	123	0	2	75	8	11	7	0	0	11	74	9	110
<b>TOTAL ROME (FIUMICINO)</b>			<b>173</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>7</b>	<b>164</b>
<b>TURIN</b>	AIR 2000	C	20	0	0	80	0	0	0	10	10	58	100	-2	8

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				Actual (7)	Plan (8)										
TURIN	BRITANNIA AIRWAYS	C	10	0	0	50	50	0	0	0	0	13	71	6	7
	BRITISH AIRWAYS PLC	C	10	0	0	50	40	10	0	0	0	14	83	4	6
	MONARCH AIRLINES	C	10	0	0	60	10	10	20	0	0	27	88	4	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	30	10	0	0	0	16	17	69	6
<b>TOTAL TURIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>31</b>	<b>74</b>	<b>14</b>	<b>35</b>
VENICE	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
	BRITISH WORLD AIRLINES LTD	C	14	0	0	64	14	14	7	0	0	17	92	0	12
<b>TOTAL VENICE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>4</b>	<b>14</b>
VERONA	AIR 2000	C	10	0	0	90	0	10	0	0	0	4	50	21	8
	LEISURE INTERNATIONAL	C	4	0	0	50	0	50	0	0	0	23	67	33	6
	MONARCH AIRLINES	C	6	0	0	67	33	0	0	0	0	11	0	0	0
<b>TOTAL VERONA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>49</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>496</b>	<b>1</b>	<b>4</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>76</b>	<b>12</b>	<b>444</b>
<b>JAMAICA</b>															
MONTEGO BAY	LEISURE INTL AIRWAYS LTD	C	7	2	1	43	14	0	43	0	0	62	50	31	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	33	11	11	22	0	67	50	29	8
<b>TOTAL MONTEGO BAY</b>			<b>16</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>25</b>	<b>6</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>65</b>	<b>50</b>	<b>30</b>	<b>16</b>
<b>TOTAL JAMAICA</b>			<b>16</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>25</b>	<b>6</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>65</b>	<b>50</b>	<b>30</b>	<b>16</b>
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	9	0	0	78	0	0	22	0	0	24	75	12	8
<b>TOTAL MOMBASA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>71</b>	<b>24</b>
<b>TOTAL KENYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>71</b>	<b>24</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	42	0	0	86	7	2	5	0	0	3	60	16	10
<b>TOTAL LUXEMBOURG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>16</b>	<b>10</b>
<b>TOTAL LUXEMBOURG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>16</b>	<b>10</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	21	0	3	33	24	29	14	0	0	33	25	39	16
	AIR MALTA	C	22	0	0	91	0	0	9	0	0	2	54	39	37
	AIR MALTA	S	14	0	0	43	21	21	7	7	0	40	13	33	8
	BRITANNIA AIRWAYS	C	18	0	0	67	22	11	0	0	0	15	72	17	18
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	22	22	0	0	0	15	0	80	2
<b>TOTAL MALTA</b>			<b>93</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>17</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>34</b>	<b>96</b>
<b>TOTAL MALTA</b>			<b>93</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>17</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>34</b>	<b>96</b>
<b>MOROCCO</b>															
AGADIR	CALEDONIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	1	0	0	0
<b>TOTAL AGADIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>17</b>	<b>18</b>
<b>TOTAL MOROCCO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>17</b>	<b>18</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	200	0	0	93	6	2	1	0	0	1	91	3	208
	KLM UK LTD	S	237	0	6	87	7	4	2	0	0	4	84	6	240
	SCOT AIRWAYS	S	80	0	4	84	13	4	0	0	0	-1	57	12	92
<b>TOTAL AMSTERDAM</b>			<b>517</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>6</b>	<b>540</b>
<b>EINDHOVEN</b>	B A S E BUSINESS AIRLINES	S	82	0	2	93	7	0	0	0	0	-1	80	4	91
<b>TOTAL EINDHOVEN</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>80</b>	<b>4</b>	<b>91</b>
<b>TOTAL NETHERLANDS</b>			<b>599</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>7</b>	<b>685</b>
<b>NORWAY</b>															
<b>BERGEN</b>	MONARCH AIRLINES	C	9	0	0	56	22	11	11	0	0	10	0	0	0
<b>TOTAL BERGEN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OSLO (FORNEBU)</b>	SAS	S	21	0	0	90	5	5	0	0	0	5	0	0	0
<b>TOTAL OSLO (FORNEBU)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-15</b>	<b>2</b>
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	BRITISH AIRWAYS PLC	S	17	0	0	18	12	35	35	0	0	55	0	69	18
	PAKISTAN INTL AIRLINES	S	18	0	0	11	22	33	28	6	0	55	22	82	18
<b>TOTAL ISLAMABAD</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>34</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>11</b>	<b>75</b>	<b>36</b>
<b>TOTAL PAKISTAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>34</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>11</b>	<b>75</b>	<b>36</b>
<b>POLAND</b>															
<b>WARSAW</b>	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL WARSAW</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>-17</b>	<b>1</b>
<b>TOTAL POLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>-17</b>	<b>1</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR 2000	C	18	0	0	67	6	17	11	0	0	15	67	30	18
	AIR OPERATIONS EUROPE	C	2	0	0	0	0	50	50	0	0	72	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	40	40	20	0	0	0	20	50	22	8
	CALEDONIAN AIRWAYS	C	10	0	0	20	40	40	0	0	0	31	38	67	8
	EXCEL AIRWAYS LTD	C	19	0	4	37	26	26	11	0	0	31	0	0	0
	LEISURE INTERNATIONAL	C	12	0	0	50	8	8	33	0	0	33	44	36	16
	MONARCH AIRLINES	C	29	0	0	31	28	31	10	0	0	29	56	44	18
	MY TRAVEL AIRWAYS UK	C	29	0	2	72	14	7	7	0	0	18	0	0	0
<b>TOTAL FARO</b>			<b>129</b>	<b>0</b>	<b>6</b>	<b>47</b>	<b>21</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>44</b>	<b>98</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>129</b>	<b>0</b>	<b>6</b>	<b>47</b>	<b>21</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>44</b>	<b>98</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	AIR 2000	C	8	0	0	63	25	13	0	0	0	15	100	-5	8
	AIR ATLANTA ICELANDIC	C	6	0	0	0	0	67	0	33	0	112	0	0	0
	EXCALIBUR AIRWAYS	C	10	0	6	50	20	10	20	0	0	28	78	20	18
	MONARCH AIRLINES	C	8	0	0	75	0	13	13	0	0	20	75	7	8
<b>TOTAL FUNCHAL</b>			<b>32</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>13</b>	<b>22</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>82</b>	<b>11</b>	<b>34</b>

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				Actual (7)	Plan (8)										
TOTAL PORTUGAL(MADEIRA)			32	0	6	50	13	22	9	6	0	38	82	11	34
PUERTO RICO															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	10	0	0	10	20	20	50	0	0	71	50	23	4
TOTAL SAN JUAN (PUERTO RICO)			10	0	0	10	20	20	50	0	0	71	50	23	4
TOTAL PUERTO RICO			10	0	0	10	20	20	50	0	0	71	50	23	4
RUMANIA															
BUCHAREST (OTOPENI)	AIR 2000	C	7	0	0	57	0	29	14	0	0	26	86	13	7
	TAROM	S	10	0	0	100	0	0	0	0	0	-3	100	-4	16
TOTAL BUCHAREST (OTOPENI)			17	0	0	82	0	12	6	0	0	9	96	1	23
TOTAL RUMANIA			17	0	0	82	0	12	6	0	0	9	96	1	23
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	10	0	0	70	0	0	20	0	10	72	0	0	0
TOTAL SEYCHELLES			10	0	0	70	0	0	20	0	10	72	0	0	0
TOTAL SEYCHELLES			10	0	0	70	0	0	20	0	10	72	0	0	0
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	28	0	0	79	18	4	0	0	0	-8	65	7	26
TOTAL SINGAPORE			28	0	0	79	18	4	0	0	0	-8	65	7	26
TOTAL SINGAPORE			28	0	0	79	18	4	0	0	0	-8	65	7	26
SPAIN															
ALICANTE	AIR 2000	C	26	0	0	58	23	12	8	0	0	19	50	17	16
	AIR OPERATIONS EUROPE	C	12	0	0	17	17	25	42	0	0	53	0	17	1
	BRITANNIA AIRWAYS	C	51	0	1	67	22	8	4	0	0	12	46	25	54
	EXCEL AIRWAYS LTD	C	10	0	1	30	10	0	40	10	10	125	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	0	0	0	100	0	0	72	0	0	0
	MONARCH AIRLINES	C	20	0	0	70	20	0	0	10	0	42	55	18	20
	MY TRAVEL AIRWAYS UK	C	36	0	0	44	28	17	6	6	0	32	50	17	8
TOTAL ALICANTE			157	0	2	54	22	10	11	3	1	33	48	25	137
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	38	38	25	0	0	0	17	60	21	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	5	0	0	0
TOTAL ALMERIA			16	0	0	56	31	13	0	0	0	11	50	25	18
BARCELONA	IBERIA	S	2	0	0	100	0	0	0	0	0	-5	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL BARCELONA			4	0	0	100	0	0	0	0	0	-1	0	0	0
GERONA	MY TRAVEL AIRWAYS UK	C	16	0	0	88	13	0	0	0	0	3	0	0	0
TOTAL GERONA			16	0	0	88	13	0	0	0	0	3	80	2	10
MADRID	BRITISH AIRWAYS PLC	S	52	0	0	87	6	6	2	0	0	2	93	5	54
	IBERIA	S	42	0	11	90	5	2	2	0	0	3	97	-4	62
TOTAL MADRID			94	0	11	88	5	4	2	0	0	3	95	0	116
MALAGA	AIR 2000	C	29	0	1	48	28	7	10	7	0	40	78	10	18
	AIR OPERATIONS EUROPE	C	6	0	0	33	33	0	33	0	0	35	0	60	1



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				Actual (7)	Plan (8)										
MALAGA	BRITANNIA AIRWAYS	C	38	0	0	79	11	11	0	0	0	8	57	23	35
	CALEDONIAN AIRWAYS	C	13	0	1	31	8	8	31	23	0	100	50	30	2
	EXCEL AIRWAYS LTD	C	37	0	3	35	32	19	11	3	0	32	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	0	0	0	0	100	0	206	38	31	13
	MONARCH AIRLINES	C	38	0	0	53	24	18	5	0	0	20	60	16	25
	MY TRAVEL AIRWAYS UK	C	35	0	1	49	20	20	11	0	0	27	0	0	0
	VIVA	C	2	2	0	50	0	50	0	0	0	21	0	0	0
<b>TOTAL MALAGA</b>			<b>200</b>	<b>2</b>	<b>6</b>	<b>51</b>	<b>22</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>58</b>	<b>19</b>	158
MURCIA SAN JAVIER	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
PALMA DE MALLORCA	AIR 2000	C	10	0	0	50	30	0	20	0	0	31	75	2	8
	BRITANNIA AIRWAYS	C	37	0	1	76	8	5	11	0	0	18	57	18	28
	CENTENNIAL AIRLINES	S	10	0	2	30	30	20	20	0	0	33	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	50	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	0	0	50	50	0	0	47	0	0	0
	MY TRAVEL AIRWAYS UK	C	46	1	3	78	13	4	4	0	0	7	75	19	4
	<b>TOTAL PALMA DE MALLORCA</b>			<b>112</b>	<b>1</b>	<b>6</b>	<b>68</b>	<b>13</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>17</b>
SEVILLE	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SPAIN</b>			<b>604</b>	<b>5</b>	<b>27</b>	<b>62</b>	<b>17</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>16</b>	515
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	17	0	0	76	18	6	0	0	0	5	79	18	29
	BRITANNIA AIRWAYS	C	26	0	0	73	19	4	4	0	0	11	72	26	18
	CALEDONIAN AIRWAYS	C	16	0	0	13	25	50	13	0	0	49	75	14	4
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	MONARCH AIRLINES	C	16	0	0	19	19	25	38	0	0	53	70	24	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	22	11	6	11	0	34	90	5	10
	OASIS INTERNATIONAL	C	8	0	0	88	0	13	0	0	0	-6	67	6	15
	<b>TOTAL ARRECIFE</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>68</b>	<b>19</b>
FUERTEVENTURA	AIR 2000	C	8	0	0	75	0	25	0	0	0	5	60	11	10
	BRITANNIA AB	C	10	0	0	0	20	10	20	40	10	175	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	50	16	8
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	60	13	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	11	6	33	0	0	43	50	12	8
<b>TOTAL FUERTEVENTURA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>8</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>51</b>	<b>58</b>	<b>14</b>	66
LAS PALMAS	AIR 2000	C	18	0	0	72	11	17	0	0	0	11	69	5	16
	BRITANNIA AIRWAYS	C	18	2	0	61	22	17	0	0	0	12	39	32	18
	CALEDONIAN AIRWAYS	C	10	0	0	50	10	0	40	0	0	42	71	8	7
	MONARCH AIRLINES	C	18	0	0	39	33	28	0	0	0	20	50	29	8
	MY TRAVEL AIRWAYS UK	C	26	0	0	73	19	8	0	0	0	9	20	58	10
<b>TOTAL LAS PALMAS</b>			<b>90</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>21</b>	85
TENERIFE (SURREINA SOFIA)	AIR 2000	C	48	0	0	58	17	17	8	0	0	18	78	10	60
	AIR EUROPA	C	24	1	0	46	4	17	17	17	0	66	17	40	18
	AIR OPERATIONS EUROPE	C	16	0	0	19	13	44	25	0	0	50	0	0	0
	BRITANNIA AIRWAYS	C	49	0	1	61	10	16	10	2	0	25	63	28	46

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	CALEDONIAN AIRWAYS	C	36	0	0	61	14	14	11	0	0	22	35	78	17
	EXCEL AIRWAYS LTD	C	20	0	0	15	25	25	30	5	0	66	0	0	0
	FUTURA AIRLINES	C	28	0	0	29	21	18	25	7	0	49	64	14	22
	MONARCH AIRLINES	C	30	0	0	30	20	33	10	0	7	70	27	50	33
	MY TRAVEL AIRWAYS UK	C	54	0	0	50	15	15	15	6	0	45	49	24	37
	OASIS INTERNATIONAL	C	2	0	0	0	0	0	0	100	0	209	23	61	26
	VIVA	C	2	0	2	0	0	0	50	50	0	175	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>309</b>	<b>1</b>	<b>3</b>	<b>46</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>43</b>	<b>51</b>	<b>32</b>	<b>312</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>554</b>	<b>3</b>	<b>3</b>	<b>50</b>	<b>16</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>36</b>	<b>56</b>	<b>26</b>	<b>589</b>	
<b>SWEDEN</b>															
MALMO	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-5	100	-5	2
<b>TOTAL MALMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>100</b>	<b>-5</b>	<b>2</b>
STOCKHOLM (ARLANDA)	SAS	S	20	0	0	85	10	5	0	0	0	4	81	3	54
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>3</b>	<b>54</b>
<b>TOTAL SWEDEN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>3</b>	<b>58</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	104	0	0	79	13	7	1	0	0	7	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	AIR 2000	C	9	1	1	56	22	22	0	0	0	16	75	27	16
	BRITANNIA AIRWAYS	C	10	0	0	20	20	50	10	0	0	39	63	14	16
	BRITISH AIRWAYS PLC	C	10	0	0	80	20	0	0	0	0	5	50	10	8
	BRITISH AIRWAYS PLC	S	62	0	0	55	15	23	8	0	0	21	85	6	62
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	19	0	0	0
	CALEDONIAN AIRWAYS	C	12	0	0	42	17	8	25	8	0	53	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	40	0	30	0	0	48	0	0	0
<b>TOTAL GENEVA</b>			<b>115</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>18</b>	<b>20</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>16</b>	<b>118</b>
ZURICH	AER LINGUS	S	51	0	0	92	8	0	0	0	0	3	80	8	54
	SWISSAIR	S	62	0	0	84	11	3	2	0	0	7	82	7	61
<b>TOTAL ZURICH</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>8</b>	<b>115</b>
<b>TOTAL SWITZERLAND</b>			<b>332</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>12</b>	<b>233</b>
<b>THAILAND</b>															
BANGKOK	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL BANGKOK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHUKET	MY TRAVEL AIRWAYS UK	C	5	0	0	100	0	0	0	0	0	-21	0	0	0
<b>TOTAL PHUKET</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL THAILAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	10	0	0	10	10	10	70	0	0	92	50	25	8
	BRITANNIA AIRWAYS	C	18	0	0	56	28	17	0	0	0	11	56	15	18
	MY TRAVEL AIRWAYS UK	C	26	0	0	58	19	23	0	0	0	14	0	0	0
<b>TOTAL MONASTIR</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>33</b>	<b>49</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TUNISIA			54	0	0	48	20	19	13	0	0	28	43	34	54
TURKEY															
ISTANBUL	ISTANBUL HAVA YOLLARI	C	8	0	0	38	0	63	0	0	0	30	0	0	0
TOTAL ISTANBUL			8	0	0	38	0	63	0	0	0	30	0	0	0
TOTAL TURKEY			8	0	0	38	0	63	0	0	0	30	0	16	1
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	GULF AIR	S	16	0	0	56	13	19	13	0	0	24	63	10	16
TOTAL ABU DHABI INTERNATIONAL			16	0	0	56	13	19	13	0	0	24	63	10	16
DUBAI	EMIRATES	S	45	0	0	60	22	2	13	2	0	24	44	31	43
TOTAL DUBAI			45	0	0	60	22	2	13	2	0	24	44	31	43
TOTAL UNITED ARAB EMIRATES			61	0	0	59	20	7	13	2	0	24	49	26	59
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	105	1	0	90	5	3	2	0	0	3	79	4	90
	BRITISH AIRWAYS PLC	S	149	0	3	90	3	3	4	0	0	2	92	2	142
TOTAL ABERDEEN			254	1	3	90	4	3	3	0	0	2	88	2	248
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	270	0	0	91	6	1	1	0	0	2	89	2	292
TOTAL BELFAST CITY			270	0	0	91	6	1	1	0	0	2	89	2	292
BELFAST INTERNATIONAL	BMI REGIONAL	S	188	0	0	98	1	1	0	0	0	-2	93	2	40
	BRITISH AIRWAYS PLC	S	214	1	7	92	3	2	4	0	0	0	93	0	271
TOTAL BELFAST INTERNATIONAL			402	1	7	95	2	1	2	0	0	-1	93	0	312
BIRMINGHAM	BRITISH AIRWAYS PLC	S	19	0	2	68	21	5	5	0	0	9	0	0	0
TOTAL BIRMINGHAM			20	0	2	65	25	5	5	0	0	10	0	0	0
CAMBRIDGE	SCOT AIRWAYS	S	84	0	0	92	5	1	1	1	0	4	86	5	92
TOTAL CAMBRIDGE			84	0	0	92	5	1	1	1	0	4	86	5	92
CARDIFF WALES	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL CARDIFF WALES			2	0	0	100	0	0	0	0	0	2	0	0	0
CITY OF DERRY (EGLINTON)	BRITISH REGIONAL AIRLINES LTD	S	2	0	0	100	0	0	0	0	0	-8	0	0	0
	LOGANAIR	S	59	0	1	98	2	0	0	0	0	-6	94	-4	62
TOTAL CITY OF DERRY (EGLINTON)			61	0	1	98	2	0	0	0	0	-6	94	-4	62
DUNDEE	BMI REGIONAL	S	92	0	3	71	24	3	2	0	0	10	38	22	8
TOTAL DUNDEE			92	0	3	71	24	3	2	0	0	10	38	22	8
EDINBURGH	BMI REGIONAL	S	21	0	0	100	0	0	0	0	0	-10	86	2	132
	BRITISH AIRWAYS PLC	S	212	1	9	86	9	3	2	0	0	4	89	3	237
TOTAL EDINBURGH			233	1	9	87	8	3	2	0	0	3	88	3	369
GATWICK	AIR 2000	C	2	0	0	0	100	0	0	0	0	22	0	0	0
	BRITANNIA AB	C	10	0	0	20	0	10	20	40	10	159	0	0	0
	BRITANNIA AIRWAYS	C	14	0	2	36	21	21	21	0	0	34	44	39	9
	BRITISH AIRWAYS (EURO OPS) LG	S	328	0	4	80	9	7	5	0	0	10	91	1	339
	BRITISH AIRWAYS PLC	S	17	1	0	41	12	6	41	0	0	37	39	49	18
	CONTINENTAL AIRLINES	S	2	1	0	100	0	0	0	0	0	-15	0	0	0

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							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GATWICK	MONARCH AIRLINES	C	3	1	1	100	0	0	0	0	0	-17	80	-4	5
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	11	0	44	22	0	93	86	7	7
	NORTHWEST AIRLINES	S	3	3	0	0	0	0	33	67	0	245	0	0	0
<b>TOTAL GATWICK</b>			<b>390</b>	<b>8</b>	<b>8</b>	<b>72</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>5</b>	<b>382</b>
GLASGOW	AIR 2000	C	8	0	2	88	13	0	0	0	0	4	0	0	0
	BMI REGIONAL	S	111	1	4	89	10	0	1	0	0	3	83	5	144
	BRITISH AIRWAYS PLC	S	237	0	0	87	5	6	2	0	0	4	88	4	293
<b>TOTAL GLASGOW</b>			<b>356</b>	<b>1</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>5</b>	<b>437</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	65	0	1	89	0	6	5	0	0	0	100	-1	4
<b>TOTAL GUERNSEY</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>-1</b>	<b>4</b>
HEATHROW	BRITISH AIRWAYS PLC	S	601	22	1	79	14	5	2	0	0	10	84	7	616
<b>TOTAL HEATHROW</b>			<b>602</b>	<b>22</b>	<b>1</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>666</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	176	1	0	95	4	0	1	0	0	-1	97	-1	178
<b>TOTAL ISLE OF MAN</b>			<b>176</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>97</b>	<b>-1</b>	<b>178</b>
JERSEY	BRITISH REGIONAL AIRLINES LTD	S	64	0	0	89	6	2	3	0	0	3	88	4	68
<b>TOTAL JERSEY</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>2</b>	<b>129</b>
NEWCASTLE	GILL AIRWAYS	S	131	0	5	85	9	2	3	1	0	8	66	13	99
<b>TOTAL NEWCASTLE</b>			<b>131</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>13</b>	<b>99</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	83	1	1	94	2	1	1	1	0	3	90	2	92
<b>TOTAL SOUTHAMPTON</b>			<b>83</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>2</b>	<b>92</b>
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	131	1	1	92	2	2	4	1	0	2	86	5	136
	FLIGHTLINE LTD	C	2	0	0	0	0	50	50	0	0	57	0	0	0
<b>TOTAL STANSTED</b>			<b>133</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>5</b>	<b>138</b>
SUMBURGH	BMI REGIONAL	S	29	1	1	90	10	0	0	0	0	1	0	0	0
	BRITISH AIRWAYS PLC	S	46	0	0	87	4	7	2	0	0	5	88	0	50
<b>TOTAL SUMBURGH</b>			<b>75</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>0</b>	<b>50</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3494</b>	<b>39</b>	<b>49</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>4</b>	<b>3628</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	63	18	15	2	0	3	27	61	16	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>61</b>	<b>16</b>	<b>62</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	1	0	66	18	8	8	0	0	16	77	15	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>15</b>	<b>62</b>
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	0	25	0	0	39	0	45	5
<b>TOTAL LAS VEGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>45</b>	<b>5</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	2	0	0	0	0	0	100	0	0	129	0	0	0
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	1	0	50	29	13	6	2	0	20	84	-6	56
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>-3</b>	<b>101</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	64	0	0	63	11	17	8	2	0	23	0	0	0

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				Actual (7)	Plan (8)										
TOTAL NEW YORK (NEWARK)			<b>64</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>31</b>	<b>4</b>
ORLANDO	BRITANNIA AIRWAYS	C	17	0	4	41	47	6	6	0	0	19	44	58	9
	LEISURE INTL AIRWAYS LTD	C	25	1	4	60	16	8	12	4	0	30	52	21	21
	MONARCH AIRLINES	C	12	0	2	75	17	8	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	26	0	0	50	27	12	12	0	0	21	71	21	14
TOTAL ORLANDO			<b>81</b>	<b>4</b>	<b>12</b>	<b>54</b>	<b>26</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>29</b>	<b>44</b>
TOTAL USA			<b>341</b>	<b>6</b>	<b>12</b>	<b>58</b>	<b>21</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>72</b>	<b>12</b>	<b>278</b>
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	9	0	8	78	22	0	0	0	0	-5	90	-8	10
TOTAL TASHKENT			<b>9</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>90</b>	<b>-8</b>	<b>10</b>
TOTAL UZBEKISTAN			<b>9</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>90</b>	<b>-8</b>	<b>10</b>
VENEZUELA															
PORLAMAR	LEISURE INTL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL PORLAMAR			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL VENEZUELA			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL MANCHESTER			<b>10464</b>	<b>69</b>	<b>179</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>10373</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
GRAZ	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	97	100	-3	5
<b>TOTAL GRAZ</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>100</b>	<b>-3</b>	<b>5</b>
INNSBRUCK	KLM UK LTD	S	10	0	0	40	40	20	0	0	0	21	83	15	12
	LEISURE INTERNATIONAL	C	10	0	0	90	0	0	10	0	0	3	75	51	8
<b>TOTAL INNSBRUCK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>29</b>	<b>20</b>
SALZBURG	KLM UK LTD	C	8	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>75</b>	<b>23</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>23</b>	<b>33</b>
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	178	0	12	69	13	6	10	3	0	25	72	12	161
<b>TOTAL BRUSSELS</b>			<b>178</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>12</b>	<b>161</b>
<b>TOTAL BELGIUM</b>			<b>178</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>12</b>	<b>161</b>
<b>CUBA</b>															
HAVANA	CUBANA	S	8	1	0	75	13	13	0	0	0	-2	90	1	10
<b>TOTAL HAVANA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>90</b>	<b>1</b>	<b>10</b>
<b>TOTAL CUBA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>90</b>	<b>1</b>	<b>10</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL PRAGUE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
BILLUND	MAERSK AIR	C	18	0	0	56	33	11	0	0	0	16	0	0	0
<b>TOTAL BILLUND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	KLM UK LTD	S	104	0	0	75	13	7	3	2	0	14	81	7	105
	MAERSK AIR	C	26	1	0	85	12	4	0	0	0	8	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	61	11	28	0	0	0	18	100	0	8
<b>TOTAL COPENHAGEN</b>			<b>148</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>6</b>	<b>113</b>
<b>TOTAL DENMARK</b>			<b>166</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>6</b>	<b>113</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	21	0	0	76	14	10	0	0	0	6	100	-3	2
<b>TOTAL HELSINKI</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>-3</b>	<b>2</b>
<b>TOTAL FINLAND</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>-3</b>	<b>2</b>
<b>FRANCE</b>															
CHAMBERY	BRITISH WORLD AIRLINES LTD	C	10	0	0	50	20	30	0	0	0	18	63	19	8
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	<b>8</b>
DIJON	PROTEUS AIR SYSTEM SA	S	37	0	5	70	19	3	3	5	0	20	65	23	43

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: STANSTED (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL DIJON			37	0	5	70	19	3	3	5	0	20	65	23	43
LILLE	PROTEUS AIR SYSTEM SA	S	37	0	5	86	3	0	5	5	0	20	57	23	42
TOTAL LILLE			37	0	5	86	3	0	5	5	0	20	57	23	42
LYON	LEISURE INTERNATIONAL	C	10	0	0	10	60	30	0	0	0	26	0	0	0
TOTAL LYON			10	0	0	10	60	30	0	0	0	26	75	13	8
MARSEILLE	FLYBE.BRITISH EUROPEAN	C	2	0	0	0	0	0	100	0	0	162	0	0	0
TOTAL MARSEILLE			2	0	0	0	0	0	100	0	0	162	0	0	0
NICE	KLM UK LTD	S	46	0	0	70	17	9	4	0	0	9	69	20	48
TOTAL NICE			46	0	0	70	17	9	4	0	0	9	69	20	48
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	220	0	0	90	5	2	2	0	0	6	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			220	0	0	90	5	2	2	0	0	6	0	0	0
PARIS (LE BOURGET)	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL PARIS (LE BOURGET)			2	0	0	50	50	0	0	0	0	9	0	50	2
TOULOUSE (BLAGNAC)	LEISURE INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL TOULOUSE (BLAGNAC)			2	0	0	50	50	0	0	0	0	15	100	3	2
TOURS	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	61	0	0	0
TOTAL TOURS			2	0	0	0	0	50	50	0	0	61	0	0	0
TOTAL FRANCE			368	0	10	81	10	4	4	1	0	11	74	16	381
GERMANY															
COLOGNE (BONN)	AB AIRLINES	C	2	0	0	0	50	0	50	0	0	54	0	0	0
TOTAL COLOGNE (BONN)			2	0	0	0	50	0	50	0	0	54	0	0	0
DUSSELDORF	KLM UK LTD	S	156	0	0	78	15	3	4	0	0	5	83	9	151
TOTAL DUSSELDORF			156	2	0	78	15	3	4	0	0	5	83	9	151
FRANKFURT MAIN	KLM UK LTD	S	104	0	2	82	7	3	9	0	0	14	79	16	107
TOTAL FRANKFURT MAIN			105	0	2	81	8	3	9	0	0	14	79	16	108
HAMBURG	KLM UK LTD	S	104	0	0	76	9	2	11	3	0	17	82	6	103
TOTAL HAMBURG			104	0	0	76	9	2	11	3	0	17	82	6	103
HANOVER	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	72	100	8	2
TOTAL HANOVER			2	0	0	0	50	0	50	0	0	72	100	8	2
MUNICH	KLM UK LTD	S	103	0	1	75	13	9	4	0	0	11	81	8	105
TOTAL MUNICH			103	0	1	75	13	9	4	0	0	11	81	8	105
TOTAL GERMANY			472	2	3	77	12	4	7	1	0	11	81	10	469
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	76	1	8	75	14	4	7	0	0	12	79	14	63
TOTAL CONNAUGHT			76	1	8	75	14	4	7	0	0	12	79	14	63
CORK	RYANAIR	S	132	4	2	84	6	3	7	0	0	10	82	11	65
TOTAL CORK			132	4	2	84	6	3	7	0	0	10	82	11	65

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

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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)										
DUBLIN	RYANAIR	S	668	9	39	79	11	7	3	0	0	11	82	10	494
<b>TOTAL DUBLIN</b>			<b>668</b>	<b>9</b>	<b>39</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>494</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	87	6	0	6	2	0	11	82	4	49
<b>TOTAL WATERFORD</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>4</b>	<b>49</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>928</b>	<b>14</b>	<b>49</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>674</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	32	0	4	75	13	13	0	0	0	3	0	0	0
<b>TOTAL TEL AVIV</b>			<b>32</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISRAEL</b>			<b>32</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>															
FLORENCE	KLM UK LTD	S	62	0	0	45	31	11	13	0	0	26	84	9	62
<b>TOTAL FLORENCE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>31</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>84</b>	<b>9</b>	<b>62</b>
MILAN (LINATE)	KLM UK LTD	S	106	0	0	49	24	19	8	0	0	23	86	5	72
<b>TOTAL MILAN (LINATE)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>5</b>	<b>72</b>
<b>TOTAL ITALY</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>85</b>	<b>7</b>	<b>134</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	52	0	0	90	6	4	0	0	0	6	89	6	54
<b>TOTAL LUXEMBOURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>54</b>
<b>TOTAL LUXEMBOURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>54</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	63	38	0	0	0	0	8	44	35	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	18	0	0	0
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>30</b>	<b>17</b>
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>30</b>	<b>17</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	228	0	1	89	8	1	2	0	0	5	82	12	231
<b>TOTAL AMSTERDAM</b>			<b>228</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>12</b>	<b>231</b>
MAASTRICHT	KLM EXEL	S	144	0	2	83	7	5	3	1	0	13	87	10	154
<b>TOTAL MAASTRICHT</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>10</b>	<b>154</b>
<b>TOTAL NETHERLANDS</b>			<b>373</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>11</b>	<b>385</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH WORLD AIRLINES LTD	C	5	0	0	0	20	80	0	0	0	45	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRONDHEIM (VAERNES)	BRITISH WORLD AIRLINES LTD	C	14	0	0	86	0	7	7	0	0	7	100	-4	4
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-4</b>	<b>4</b>
<b>TOTAL NORWAY</b>			<b>19</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>5</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>-15</b>	<b>8</b>



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			Actual (7)	Plan (8)											
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	LEISURE INTERNATIONAL	C	8	2	0	100	0	0	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	0	20	0	0	39	0	57	2
<b>TOTAL FARO</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>29</b>	<b>8</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>29</b>	<b>8</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	8	0	10	88	0	13	0	0	0	7	61	21	18
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>8</b>	<b>1</b>	<b>10</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>21</b>	<b>18</b>
<b>TOTAL RUMANIA</b>			<b>8</b>	<b>1</b>	<b>10</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>21</b>	<b>18</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	C	4	2	0	25	25	25	0	25	0	70	0	0	0
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>4</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST PETERSBURG	AEROFLOT	S	19	0	1	84	11	5	0	0	0	-7	83	-3	18
<b>TOTAL ST PETERSBURG</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>83</b>	<b>-3</b>	<b>18</b>
<b>TOTAL RUSSIA</b>			<b>23</b>	<b>2</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>-3</b>	<b>18</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	18	50	21	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	30	0	0	20	105	0	0	0
<b>TOTAL ALICANTE</b>			<b>19</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>40</b>	<b>30</b>	<b>10</b>
LA CORUNA	AVIACO	S	26	0	0	92	8	0	0	0	0	2	0	0	0
<b>TOTAL LA CORUNA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	KLM UK LTD	S	62	0	0	73	11	10	6	0	0	12	100	-2	11
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>-2</b>	<b>11</b>
MALAGA	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	13	80	9	10
	LEISURE INTERNATIONAL	C	10	4	0	0	10	30	60	0	0	63	0	36	2
<b>TOTAL MALAGA</b>			<b>20</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>25</b>	<b>15</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>57</b>	<b>17</b>	<b>14</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	8	0	0	13	50	38	0	0	0	25	38	20	8
	MY TRAVEL AIRWAYS UK	C	5	0	1	100	0	0	0	0	0	3	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>13</b>	<b>2</b>	<b>1</b>	<b>46</b>	<b>31</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>15</b>	<b>15</b>
ZARAGOZA	AVIACO	S	26	0	0	92	8	0	0	0	0	1	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>166</b>	<b>9</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>74</b>	<b>10</b>	<b>104</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	LEISURE INTERNATIONAL	C	8	0	0	38	38	25	0	0	0	23	60	13	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	25	0	0	34	0	0	0
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>7</b>	<b>20</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	-2	88	4	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	17	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>3</b>	<b>18</b>
<b>LAS PALMAS</b>	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	13	63	10	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	40	10	0	20	20	138	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>82</b>	<b>69</b>	<b>9</b>	<b>16</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR EUROPA	C	8	0	0	88	0	13	0	0	0	-3	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	25	50	25	0	0	0	20	90	5	10
	FUTURA AIRLINES	C	4	0	0	0	25	0	50	0	25	281	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	20	60	20	0	0	0	22	40	41	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	30	0	0	0	23	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>33</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>59</b>	<b>25</b>	<b>29</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>90</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>42</b>	<b>69</b>	<b>13</b>	<b>83</b>
<b>SWEDEN</b>															
<b>GOTEBORG</b>	BRITISH WORLD AIRLINES LTD	C	7	0	0	29	14	57	0	0	0	31	0	0	0
	STERLING EUROPEAN AIRLINES	C	4	0	0	50	0	25	25	0	0	32	0	0	0
<b>TOTAL GOTEBORG</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>9</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>100</b>	<b>8</b>	<b>1</b>
<b>STOCKHOLM (ARLANDA)</b>	BRITANNIA AB	C	18	0	0	39	50	0	11	0	0	25	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	34	0	0	38	32	21	6	3	0	33	94	9	17
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>94</b>	<b>9</b>	<b>17</b>
<b>TOTAL SWEDEN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>94</b>	<b>9</b>	<b>18</b>
<b>SWITZERLAND</b>															
<b>ZURICH</b>	KLM UK LTD	S	106	0	0	70	20	3	7	1	0	15	100	-10	22
<b>TOTAL ZURICH</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>-10</b>	<b>22</b>
<b>TOTAL SWITZERLAND</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>3</b>	<b>73</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	50	10	20	20	0	0	45	0	0	0
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>50</b>	<b>26</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>50</b>	<b>26</b>	<b>8</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	KIBRIS TURKISH AIRLINES - KTHY	C	17	0	0	65	18	0	18	0	0	15	0	0	0
<b>TOTAL ANTALYA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ISTANBUL</b>	ISTANBUL HAVA YOLLARI	C	8	0	0	25	25	50	0	0	0	28	0	0	0
<b>TOTAL ISTANBUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>29</b>	<b>36</b>	<b>7</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	KLM UK LTD	S	146	0	0	84	5	5	6	0	0	11	89	4	108
<b>TOTAL ABERDEEN</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>4</b>	<b>108</b>
<b>BELFAST CITY</b>	FLYBE.BRITISH EUROPEAN	S	220	0	0	78	12	5	4	2	0	14	87	7	160
<b>TOTAL BELFAST CITY</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>7</b>	<b>160</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	AB AIRLINES	S	106	0	92	87	6	2	4	2	0	11	93	0	242
	FLYBE.BRITISH EUROPEAN	S	116	0	1	79	3	8	5	4	0	21	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>222</b>	<b>0</b>	<b>93</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>0</b>	242
EDINBURGH	KLM UK LTD	S	240	1	4	77	8	8	6	0	0	13	85	7	207
<b>TOTAL EDINBURGH</b>			<b>240</b>	<b>1</b>	<b>4</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>7</b>	216
GLASGOW	KLM UK LTD	S	152	0	0	85	8	6	1	0	0	5	81	8	155
<b>TOTAL GLASGOW</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>8</b>	155
JERSEY	KLM UK LTD	S	46	0	0	65	24	2	7	0	2	21	73	18	48
<b>TOTAL JERSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>73</b>	<b>18</b>	48
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	127	0	7	91	3	3	2	1	0	6	88	5	133
<b>TOTAL MANCHESTER</b>			<b>128</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>5</b>	136
NEWCASTLE	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	13	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	8	0	0	0
	GILL AIRWAYS	C	2	0	0	0	0	50	50	0	0	72	0	0	0
	KLM UK LTD	S	122	0	4	93	1	2	1	3	0	8	85	8	136
<b>TOTAL NEWCASTLE</b>			<b>135</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	136
PRESTWICK	RYANAIR	S	222	3	25	80	7	4	8	0	0	20	0	0	0
<b>TOTAL PRESTWICK</b>			<b>222</b>	<b>3</b>	<b>25</b>	<b>80</b>	<b>7</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL UNITED KINGDOM</b>			<b>1511</b>	<b>4</b>	<b>133</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>6</b>	1269
<b>USA</b>															
NEW YORK (NEWARK)	EL AL	S	24	0	4	42	13	29	17	0	0	27	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>24</b>	<b>0</b>	<b>4</b>	<b>42</b>	<b>13</b>	<b>29</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL USA</b>			<b>24</b>	<b>0</b>	<b>4</b>	<b>42</b>	<b>13</b>	<b>29</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL STANSTED</b>			<b>4879</b>	<b>44</b>	<b>230</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>9</b>	4049

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	31	0	0	87	6	6	0	0	0	3	87	4	31	
	HEATHROW	SAS	S	D	30	1	1	93	3	3	0	0	0	1	84	4	31	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>4</b>	<b>4</b>	
ABERDEEN																		
	MANCHESTER	BMI REGIONAL	S	A	63	0	0	87	8	3	2	0	0	5	71	8	45	
	MANCHESTER	BMI REGIONAL	S	D	42	1	0	95	0	2	2	0	0	-1	87	0	45	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	82	0	1	62	15	11	10	2	0	20	79	3	85	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	82	0	1	79	5	6	10	0	0	13	94	3	85	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	28	0	0	86	0	4	11	0	0	5	89	7	27	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	27	0	0	85	7	7	0	0	0	7	74	13	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	192	0	0	83	10	5	3	0	0	6	87	6	196	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	192	1	0	90	6	3	1	0	0	3	91	2	196	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	72	0	2	88	6	1	6	0	0	5	87	8	69	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	77	0	1	92	1	4	3	0	0	-1	96	-4	73	
	LUTON	GB AIRWAYS LTD	S	A	25	1	0	92	4	0	4	0	0	-9	0	0	0	
	LUTON	GB AIRWAYS LTD	S	D	26	0	0	88	4	4	4	0	0	6	0	0	0	
	STANSTED	KLM UK LTD	S	A	73	0	0	85	4	4	7	0	0	9	94	-1	54	
	STANSTED	KLM UK LTD	S	D	73	0	0	82	5	7	5	0	0	12	83	8	54	
	GLASGOW	LOGANAIR	S	A	63	0	0	84	5	5	6	0	0	7	91	2	69	
	GLASGOW	LOGANAIR	S	D	63	0	0	92	3	2	3	0	0	4	90	4	69	
<b>TOTAL ABERDEEN</b>					<b>1180</b>	<b>3</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>4</b>	<b>4</b>	
ABIDJAN																		
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	100	0	0	0	0	0	-13	77	-1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	0	6	94	5	31	
	GATWICK	EMIRATES	S	A	18	0	0	61	17	17	6	0	0	17	78	5	18	
	GATWICK	EMIRATES	S	D	8	0	0	88	0	13	0	0	0	10	94	1	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ABU DHABI INTERNATIONAL																	
	HEATHROW	EMIRATES	S	A	9	0	0	56	11	22	11	0	0	20	80	-4	5
	HEATHROW	EMIRATES	S	D	9	0	0	56	22	0	22	0	0	33	38	24	8
	HEATHROW	GULF AIR	S	A	23	0	0	48	22	17	13	0	0	26	42	39	26
	HEATHROW	GULF AIR	S	D	21	1	1	67	24	10	0	0	10	86	7	28	
	MANCHESTER	GULF AIR	S	A	8	0	0	50	0	25	25	0	0	36	63	6	8
	MANCHESTER	GULF AIR	S	D	8	0	0	63	25	13	0	0	11	63	14	8	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>165</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>10</b>	<b>10</b>
ACCRA																	
	HEATHROW	GHANA AIRWAYS	S	A	12	0	1	50	25	17	8	0	0	22	62	23	13
	HEATHROW	GHANA AIRWAYS	S	D	12	0	0	17	8	50	17	0	8	117	46	47	13
<b>TOTAL ACCRA</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>16</b>	<b>32</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>54</b>	<b>35</b>	<b>35</b>
ADDIS ABABA																	
	HEATHROW	ETHIOPIAN AIRLINES	S	A	23	0	0	4	22	39	30	4	0	64	12	60	17
	HEATHROW	ETHIOPIAN AIRLINES	S	D	23	0	0	43	4	26	22	4	0	43	29	32	17
<b>TOTAL ADDIS ABABA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>13</b>	<b>33</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>46</b>	<b>46</b>
ADELAIDE																	
ADEN																	
	HEATHROW	ALYEMDA	S	A	5	0	0	0	0	20	20	40	20	220	100	-8	4
	HEATHROW	ALYEMDA	S	D	4	0	0	0	0	0	25	75	0	256	50	30	4
<b>TOTAL ADEN</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>56</b>	<b>11</b>	<b>236</b>	<b>75</b>	<b>11</b>	<b>11</b>
AGADIR																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	10	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	18	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	3	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	GB AIRWAYS LTD	S	A	5	0	0	80	0	0	20	0	0	14	60	8	5
	HEATHROW	GB AIRWAYS LTD	S	D	5	0	0	60	20	20	0	0	0	19	60	15	5
<b>TOTAL AGADIR</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>15</b>	<b>15</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
AJACCIO																	
<b>TOTAL AJACCIO</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALGIERS																	
	HEATHROW	AIR ALGERIE	S	A	14	0	0	43	29	21	0	7	0	42	10	40	10
	HEATHROW	AIR ALGERIE	S	D	14	0	0	0	29	43	29	0	0	47	10	57	10
<b>TOTAL ALGIERS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>29</b>	<b>32</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>10</b>	<b>49</b>	<b>49</b>
ALICANTE																	
	GATWICK	AIR 2000	C	A	9	0	0	56	22	11	11	0	0	20	63	13	8
	GATWICK	AIR 2000	C	D	9	0	0	78	0	22	0	0	0	10	100	-1	8
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	21	0	0	0
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	AIR 2000	C	A	13	0	0	38	31	23	8	0	0	27	13	28	8
	MANCHESTER	AIR 2000	C	D	13	0	0	77	15	0	8	0	0	12	88	6	8
	GATWICK	AIR OPERATIONS EUROPE	C	A	2	0	1	100	0	0	0	0	0	-11	0	0	0
	GATWICK	AIR OPERATIONS EUROPE	C	D	2	0	0	50	0	50	0	0	0	4	0	0	0
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	6	0	0	33	17	17	33	0	0	51	0	0	0
	MANCHESTER	AIR OPERATIONS EUROPE	C	D	6	0	0	0	17	33	50	0	0	56	0	17	1
	GLASGOW	BMI BRITISH MIDLAND	C	A	3	0	2	100	0	0	0	0	0	-7	0	28	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	2	67	33	0	0	0	0	12	100	6	4
	GATWICK	BRITANNIA AB	C	A	4	0	0	0	25	0	25	50	0	142	0	0	0
	GATWICK	BRITANNIA AB	C	D	5	0	0	20	0	20	60	0	0	78	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	23	8	46	23	0	0	42	22	26	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	54	15	15	15	0	0	26	89	4	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	18	29	38	14
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	38	0	13	0	0	23	79	10	14
	GLASGOW	BRITANNIA AIRWAYS	C	A	10	0	0	40	20	40	0	0	0	23	40	61	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	10	0	0	40	20	40	0	0	0	23	80	25	5
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	1	50	50	0	0	0	0	16	25	214	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	67	15	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	25	0	1	68	20	8	4	0	0	12	30	29	27

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAR 1995				
			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)											
ALICANTE	MANCHESTER	BRITANNIA AIRWAYS	C	D	26	0	0	65	23	8	4	0	0	12	63	22	27
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	20	50	19	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	50	23	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-51	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	22	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	5	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	1	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	50	20	10	20	0	0	35	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	40	10	30	20	0	0	39	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	1	20	20	0	40	0	20	127	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	40	0	0	40	20	0	122	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	60	20	0	20	0	0	19	75	13	4
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	80	0	20	0	0	0	15	50	12	4
	GATWICK	MONARCH AIRLINES	C	A	18	0	2	33	39	11	11	6	0	38	41	40	17
	GATWICK	MONARCH AIRLINES	C	D	18	0	2	56	11	17	11	6	0	33	53	33	17
	LUTON	MONARCH AIRLINES	S	A	13	0	1	15	62	23	0	0	0	26	38	21	8
	LUTON	MONARCH AIRLINES	S	D	12	1	0	83	8	8	0	0	0	7	100	1	8
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	60	30	0	0	10	0	43	40	24	10
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	80	10	0	0	10	0	40	70	12	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	19	0	125	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3	100	-14	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	0	56	22	0	0	52	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	6	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	44	28	17	6	6	0	31	25	26	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	44	28	17	6	6	0	33	75	8	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	60	0	0	20	115	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	0	0	20	94	0	0	0
	GATWICK	VIVA	C	A	4	0	0	75	0	25	0	0	0	-5	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ALICANTE																		
	GATWICK	VIVA	C	D	4	0	0	75	25	0	0	0	0	3	0	0	0	
	HEATHROW	VIVA	S	A	21	0	0	62	24	10	5	0	0	16	61	17	31	
	HEATHROW	VIVA	S	D	21	0	0	67	24	10	0	0	0	9	84	1	31	
<b>TOTAL ALICANTE</b>					<b>490</b>	<b>5</b>	<b>13</b>	<b>56</b>	<b>18</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>56</b>	<b>26</b>	<b>26</b>	
ALICE SPRINGS																		
ALMERIA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	6	40	28	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	0	34	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	64	20	30	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	25	100	3	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	13	20	36	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	22	100	7	5	
	GATWICK	EXCALIBUR AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	21	0	45	1	
	GATWICK	EXCALIBUR AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	22	0	25	1	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	50	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	12	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
<b>TOTAL ALMERIA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>25</b>	<b>25</b>	
AMMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	92	0	8	0	0	0	0	86	-5	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	21	7	0	0	0	11	100	-3	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	56	0	22	22	0	0	22	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	100	0	0	0	0	0	-5	0	0	0	
	HEATHROW	ROYAL JORDANIAN	S	A	26	0	1	65	12	19	4	0	0	9	70	17	30	
	HEATHROW	ROYAL JORDANIAN	S	D	27	0	0	70	7	19	4	0	0	15	81	14	31	
<b>TOTAL AMMAN</b>					<b>96</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>8</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>12</b>	<b>12</b>	
AMMAN (KING HUSSEIN)																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 1995					
			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	BMI BRITISH MIDLAND	S	A	238	0	0	87	9	2	3	0	0	6	80	5	240
	HEATHROW	BMI BRITISH MIDLAND	S	D	239	0	0	87	11	1	2	0	0	5	88	3	240
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	2	82	11	4	4	0	0	8	75	12	204
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	1	88	6	2	3	0	0	3	83	4	204
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	100	0	0	94	4	1	1	0	0	0	90	4	104
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	100	0	0	91	7	2	0	0	0	2	92	2	104
	GATWICK	CITY FLYER EXPRESS	S	A	112	0	2	82	13	4	1	1	0	8	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	113	0	1	89	7	2	2	0	0	5	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	104	0	0	97	2	1	0	0	0	-1	86	3	108
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	104	0	0	94	6	0	0	0	0	3	92	5	108
	BIRMINGHAM	KLM	S	A	119	0	0	96	3	2	0	0	0	-1	83	6	120
	BIRMINGHAM	KLM	S	D	118	0	1	91	6	3	0	1	0	7	79	10	120
	HEATHROW	KLM	S	A	247	1	1	82	11	4	2	0	0	8	85	3	247
	HEATHROW	KLM	S	D	248	0	0	83	9	4	2	0	0	7	88	0	246
	GLASGOW	KLM UK LTD	S	A	86	0	2	90	6	2	2	0	0	-2	69	12	81
	GLASGOW	KLM UK LTD	S	D	87	0	1	80	10	5	5	0	0	9	69	17	81
	MANCHESTER	KLM UK LTD	S	A	118	0	6	86	7	6	2	0	0	3	85	5	120
	MANCHESTER	KLM UK LTD	S	D	119	0	0	88	7	3	3	0	0	4	83	6	120
	STANSTED	KLM UK LTD	S	A	113	0	1	92	6	1	1	0	0	2	83	11	115
	STANSTED	KLM UK LTD	S	D	115	0	0	86	10	2	3	0	0	8	82	12	116
	LUTON	SCOT AIRWAYS	S	A	90	2	0	87	10	1	2	0	0	5	0	0	0
	LUTON	SCOT AIRWAYS	S	D	88	5	0	95	2	0	2	0	0	-5	0	0	0
	MANCHESTER	SCOT AIRWAYS	S	A	40	0	2	68	25	8	0	0	0	-1	24	23	46
	MANCHESTER	SCOT AIRWAYS	S	D	40	0	2	100	0	0	0	0	0	-1	89	1	46
	GATWICK	TRANSAVIA	S	A	127	0	0	63	30	5	2	1	0	15	72	15	137
	GATWICK	TRANSAVIA	S	D	128	0	4	81	15	2	2	1	0	11	80	11	138
	HEATHROW	UNITED AIRLINES	S	A	9	0	1	33	56	11	0	0	0	18	50	14	4
	HEATHROW	UNITED AIRLINES	S	D	8	0	2	38	25	38	0	0	0	21	75	9	4
<b>TOTAL AMSTERDAM</b>					<b>3422</b>	<b>9</b>	<b>29</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>7</b>

ANTALYA

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ANTALYA																	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	9	0	0	89	11	0	0	0	0	-9	0	0	0
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	8	0	0	38	25	0	38	0	0	41	0	0	0
<b>TOTAL ANTALYA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
ANTIGUA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	50	25	0	113	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	50	0	0	0	33	17	236	60	2	5
<b>TOTAL ANTIGUA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>187</b>	<b>75</b>	<b>1</b>	<b>1</b>
ANTWERP																	
	GATWICK	CITY FLYER EXPRESS	S	A	83	0	5	82	11	2	4	1	0	7	81	16	88
	GATWICK	CITY FLYER EXPRESS	S	D	85	0	3	75	12	8	5	0	0	10	93	6	88
	HEATHROW	SABENA	S	A	45	0	2	87	13	0	0	0	0	5	82	9	49
	HEATHROW	SABENA	S	D	45	0	2	84	11	0	4	0	0	11	92	2	48
<b>TOTAL ANTWERP</b>					<b>258</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>9</b>	<b>9</b>
ARRECIFE																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-30	100	-17	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-5	100	-3	5
	GATWICK	AIR 2000	C	A	13	0	0	69	23	8	0	0	0	8	80	35	10
	GATWICK	AIR 2000	C	D	13	0	0	92	0	0	8	0	0	7	70	42	10
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-2	60	31	5
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-6	60	30	5
	LUTON	AIR 2000	C	A	4	1	0	100	0	0	0	0	0	-39	0	0	0
	LUTON	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0
	MANCHESTER	AIR 2000	C	A	8	0	0	88	13	0	0	0	0	-2	79	19	14
	MANCHESTER	AIR 2000	C	D	9	0	0	67	22	11	0	0	0	12	80	17	15
	GLASGOW	AIR EUROPA	C	A	4	0	0	0	50	50	0	0	0	34	0	0	0
	GLASGOW	AIR EUROPA	C	D	4	0	0	0	25	50	25	0	0	44	0	0	0
	GATWICK	AIR OPERATIONS EUROPE	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	0	20	0	51	50	20	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	0	0	0	80	343	100	7	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ARRECIFE	GATWICK	BRITANNIA AIRWAYS	C	A	9	1	0	44	22	11	22	0	0	28	33	29	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	11	89	12	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-3	75	12	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	75	20	4
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-7	40	23	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	80	14	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	77	15	8	0	0	9	56	33	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	69	23	0	8	0	13	89	20	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	1	0	50	13	25	13	0	0	31	60	15	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	13	50	25	13	0	0	32	20	25	5
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	54	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	13	13	63	13	0	0	53	50	14	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	13	38	38	13	0	0	45	100	14	2
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	0	1	14	0	29	57	0	0	79	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	29	14	29	29	0	0	41	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	25	50	25	0	0	0	22	40	17	5
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	25	0	0	0	24	80	9	5
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	23	15	46	15	0	0	44	33	64	9
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	46	8	23	23	0	0	36	44	35	9
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	100	-15	9
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	60	8	10
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	25	0	13	63	0	0	64	40	39	5
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	13	38	38	13	0	0	41	100	8	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	33	50	0	0	17	0	73	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	0	0	0	17	0	57	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	81	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	89	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
ARRECIFE	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	22	11	11	0	36	80	4	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	33	0	0	11	0	31	100	6	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	30	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	38	0	0	0
	MANCHESTER	OASIS INTERNATIONAL	C	A	4	0	0	100	0	0	0	0	0	-19	71	-2	7
	MANCHESTER	OASIS INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	7	63	14	8
<b>TOTAL ARRECIFE</b>					<b>327</b>	<b>3</b>	<b>1</b>	<b>57</b>	<b>15</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>61</b>	<b>22</b>	<b>22</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-20	0	0	0
	BIRMINGHAM	TURKMENISTAN AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	HEATHROW	TURKMENISTAN AIRLINES	C	A	5	0	0	80	0	20	0	0	0	-19	0	0	0
	HEATHROW	TURKMENISTAN AIRLINES	C	D	5	0	0	40	40	20	0	0	0	21	0	0	0
<b>TOTAL ASHKHABAD</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>
ASTURIAS																	
ASWAN	GATWICK	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ASWAN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>25</b>	<b>79</b>	<b>79</b>
ATHENS	GATWICK	AIR 2000	C	A	3	0	0	67	0	33	0	0	0	22	0	0	0
	GATWICK	AIR 2000	C	D	3	0	0	67	0	33	0	0	0	20	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	40	60	0	0	66	0	55	4
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	57	29	0	14	0	0	18	25	37	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	10	6	35	42	6	0	73	45	18	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	1	40	27	17	17	0	0	32	71	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	63	0	0	73	11	13	2	0	2	22	76	4	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	84	11	3	2	0	0	4	85	5	62
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	1	0	60	40	0	0	0	27	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
ATHENS																	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	24	0	2	21	25	17	33	4	0	55	40	42	10
	GATWICK	MONARCH AIRLINES	C	D	27	1	1	56	11	19	15	0	0	27	70	9	10
	HEATHROW	OLYMPIC AIRWAYS	S	A	65	0	1	58	17	18	5	2	0	22	43	23	69
	HEATHROW	OLYMPIC AIRWAYS	S	D	65	0	3	58	29	11	2	0	0	10	71	12	70
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	68	26	3	3	0	0	7	84	0	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	6	3	6	0	0	4	100	-2	31
<b>TOTAL ATHENS</b>					<b>465</b>	<b>1</b>	<b>9</b>	<b>59</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>11</b>	<b>11</b>
ATLANTA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	26	42	19	6	0	6	67	77	1	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	61	16	16	3	3	0	21	81	9	31
	GATWICK	DELTA AIRLINES	S	A	62	0	0	29	19	40	10	0	2	37	39	18	61
	GATWICK	DELTA AIRLINES	S	D	62	0	0	77	11	6	2	3	0	16	87	10	61
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	42	23	29	3	0	3	36	32	29	31
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	84	13	0	0	0	3	18	90	2	31
<b>TOTAL ATLANTA</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>31</b>	<b>67</b>	<b>12</b>	<b>12</b>
AUCKLAND INTERNATIONAL																	
	HEATHROW	AIR NEW ZEALAND LTD	S	A	23	0	0	57	17	9	17	0	0	16	56	21	18
	HEATHROW	AIR NEW ZEALAND LTD	S	D	23	0	0	78	13	4	0	4	0	18	83	10	18
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-7	0	44	2
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	9	50	22	2
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>17</b>	<b>17</b>
AUGSBURG/MUELHAUSEN																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	56	18	18	9	0	0	22	32	40	19	
	HEATHROW	GULF AIR	S	D	28	0	1	93	7	0	0	0	0	2	88	2	24	
<b>TOTAL BAHRAIN</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>19</b>	<b>19</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	4	0	5	25	0	50	25	0	0	41	50	27	4	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	4	0	5	50	25	25	0	0	0	19	75	22	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	14	0	0	50	14	14	14	7	0	31	100	-7	1	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	38	38	15	8	0	0	23	0	21	1	
<b>TOTAL BAKU</b>					<b>35</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>23</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>21</b>	<b>21</b>	
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	9	0	0	33	0	11	33	22	0	87	20	53	5	
	GATWICK	GARUDA INDONESIA	S	D	9	0	0	78	11	11	0	0	0	8	0	0	0	
<b>TOTAL BALI INTERNATIONAL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>53</b>	<b>53</b>	
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	35	23	29	13	0	0	28	84	0	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	0	3	0	0	10	90	1	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>1</b>	<b>1</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	18	0	0	67	17	6	11	0	0	18	61	21	18	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	18	0	0	56	28	17	0	0	0	18	94	5	18	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>13</b>	<b>13</b>	
BANGKOK																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	31	0	0	52	13	23	6	0	6	57	55	28	31	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	31	0	0	71	13	6	6	0	3	42	71	22	31	
<b>TOTAL BANGKOK</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>47</b>	<b>64</b>	<b>24</b>	<b>24</b>	
BANJUL																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	AIR 2000	C	A	5	0	0	40	0	40	20	0	0	35	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0	
	MANCHESTER	AIR 2000	C	A	5	0	0	40	20	20	20	0	0	28	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	0	25	0	68	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	40	60	0	0	0	37	0	66	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	100	0	0	0	0	25	100	-5	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	42	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	9	0	0	0	
<b>TOTAL BANJUL</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>30</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>31</b>	<b>31</b>	
BARCELONA																		
	GATWICK	AIR EUROPA	S	A	26	0	0	35	27	23	12	0	4	41	0	0	0	
	GATWICK	AIR EUROPA	S	D	26	0	0	62	15	8	8	4	4	38	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	26	0	0	92	4	0	0	4	0	4	74	24	19	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	26	0	0	77	19	4	0	0	0	9	68	33	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	87	9	0	4	0	0	4	84	5	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	66	26	5	3	0	0	13	69	12	93	
	HEATHROW	IBERIA	S	A	93	0	0	89	6	1	3	0	0	3	78	4	93	
	HEATHROW	IBERIA	S	D	93	0	0	85	8	4	3	0	0	5	95	-2	93	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	77	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	0	0	100	0	0	159	0	0	0	
<b>TOTAL BARCELONA</b>					<b>488</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>7</b>	<b>7</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	26	0	0	96	4	0	0	0	0	-2	70	17	27	
	GLASGOW	LOGANAIR	S	D	26	0	0	88	0	12	0	0	0	2	78	11	27	
<b>TOTAL BARRA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>14</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	72	21	2	5	0	0	12	65	14	55	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	86	9	2	4	0	0	8	84	5	55	
	HEATHROW	SWISS AIRLINES	S	A	60	0	2	78	15	5	2	0	0	10	65	16	62	
	HEATHROW	SWISS AIRLINES	S	D	60	0	2	75	20	3	2	0	0	10	76	8	62	
	MANCHESTER	SWISS AIRLINES	S	A	52	0	0	69	21	8	2	0	0	9	0	0	0	
	MANCHESTER	SWISS AIRLINES	S	D	52	0	0	88	6	6	0	0	0	4	0	0	0	
<b>TOTAL BASLE MULHOUSE</b>					<b>338</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>11</b>	<b>11</b>	
BEAUVAIS																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	100	0	0	0	0	0	-4	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	17	0	0	0	0	5	0	0	0	
<b>TOTAL BEAUVAIS</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>-8</b>	<b>-8</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	9	0	0	89	11	0	0	0	0	-31	67	18	9	
	HEATHROW	AIR CHINA	S	D	9	0	0	67	22	11	0	0	0	9	33	49	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	-15	67	10	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	7	89	-1	9	
<b>TOTAL BEIJING</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>64</b>	<b>19</b>	<b>19</b>	
BEIRUT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	5	0	0	80	0	0	20	0	0	21	81	-6	21	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	5	0	0	100	0	0	0	0	0	-2	100	-5	21	
	HEATHROW	MEA	S	A	18	0	0	72	17	6	6	0	0	12	65	9	17	
	HEATHROW	MEA	S	D	18	0	0	83	11	6	0	0	0	7	72	23	18	
<b>TOTAL BEIRUT</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>4</b>	<b>4</b>	
BELFAST CITY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	76	2	0	96	0	1	3	0	0	0	94	0	80	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	76	2	0	92	3	1	4	0	0	4	90	6	81	
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	77	10	6	6	0	0	9	94	-4	35	
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	84	6	3	6	0	0	7	94	2	36	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	135	0	0	88	9	1	1	1	0	5	90	3	143	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
BELFAST CITY																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	135	0	0	93	4	1	1	0	0	0	89	1	149
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	108	0	1	90	5	3	3	0	0	3	95	-6	106
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	107	0	1	91	6	2	2	0	0	6	94	3	105
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	116	1	3	81	13	5	0	1	0	6	92	-3	120
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	116	1	3	81	9	8	1	2	0	11	91	4	120
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	110	0	0	81	12	3	3	2	0	10	88	4	81
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	110	0	0	75	13	6	5	2	0	19	86	11	79
<b>TOTAL BELFAST CITY</b>					<b>1151</b>	<b>6</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>2</b>	<b>2</b>
BELFAST INTERNATIONAL																	
	STANSTED	AB AIRLINES	S	A	53	0	46	91	2	2	4	2	0	7	97	-7	121
	STANSTED	AB AIRLINES	S	D	53	0	46	83	9	2	4	2	0	15	90	7	121
	HEATHROW	BMI BRITISH MIDLAND	S	A	242	0	1	86	10	3	1	0	0	5	88	5	244
	HEATHROW	BMI BRITISH MIDLAND	S	D	243	0	0	92	5	2	1	0	0	2	93	-2	244
	MANCHESTER	BMI REGIONAL	S	A	94	0	0	97	2	1	0	0	0	1	90	7	20
	MANCHESTER	BMI REGIONAL	S	D	94	0	0	99	0	1	0	0	0	-4	95	-3	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	66	22	9	3	0	0	13	73	10	183
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	1	0	85	12	2	1	0	0	6	95	-1	183
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	106	1	3	90	4	2	5	0	0	4	90	3	135
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	108	0	4	94	2	2	3	0	0	-3	95	-3	136
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	108	0	0	90	8	1	1	0	0	4	95	0	110
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	108	0	0	96	1	3	0	0	0	2	94	3	110
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	58	0	0	83	3	5	7	2	0	13	0	0	0
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	58	0	1	76	3	10	3	7	0	29	0	0	0
	GLASGOW	LOGANAIR	S	A	124	1	0	92	3	2	2	0	0	3	88	3	116
	GLASGOW	LOGANAIR	S	D	126	1	0	88	2	5	5	0	0	6	90	3	116
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1936</b>	<b>4</b>	<b>101</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>2</b>	<b>2</b>
BELGRADE																	
	HEATHROW	JATAIRWAYS	S	A	23	0	0	74	13	4	9	0	0	6	70	8	10
	HEATHROW	JATAIRWAYS	S	D	23	0	0	74	9	9	9	0	0	15	60	13	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: B

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BELGRADE																	
<b>TOTAL BELGRADE</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>10</b>	<b>10</b>
BENBECULA																	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	26	0	0	73	19	4	4	0	0	8	78	11	27
	GLASGOW	BRITISH AIRWAYS PLC	S	D	26	0	0	73	12	12	4	0	0	9	70	10	27
<b>TOTAL BENBECULA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>10</b>	<b>10</b>
BERGAMO																	
	GATWICK	AIR 2000	C	A	5	0	0	60	0	0	40	0	0	51	75	-1	4
	GATWICK	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	59	75	12	4
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	0	0	25	0	59	100	-1	4
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	0	0	25	0	54	100	-4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	10	40	50	0	0	0	32	25	38	8
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	90	10	0	0	0	0	10	100	7	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	60	40	0	0	0	28	0	39	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	1	0	50	50	0	0	0	0	14	75	12	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	1	1	75	25	0	0	0	0	7	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	10	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	21	25	61	8
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	20	25	74	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	80	20	0	0	54	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	16	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	60	0	40	0	0	65	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	34	0	0	0
<b>TOTAL BERGAMO</b>					<b>85</b>	<b>2</b>	<b>1</b>	<b>46</b>	<b>26</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>26</b>	<b>26</b>
BERGEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	68	26	6	0	0	0	6	71	7	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	71	23	6	0	0	0	9	90	0	31
	GATWICK	BRAATHENS ASA	S	A	32	0	0	97	3	0	0	0	0	-2	89	2	27
	GATWICK	BRAATHENS ASA	S	D	32	0	0	81	9	6	3	0	0	8	96	1	27
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-11	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BERGEN	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	27	0	0	0
<b>TOTAL BERGEN</b>					<b>135</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>3</b>	<b>3</b>
BERLIN (TEGEL)	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	87	10	2	2	0	0	3	80	5	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	85	13	3	0	0	0	6	84	5	120
	GATWICK	DEUTSCHE BA	S	A	56	0	1	50	20	13	16	2	0	31	0	0	0
	GATWICK	DEUTSCHE BA	S	D	56	0	1	54	21	14	9	0	2	27	0	0	0
	HEATHROW	LUFTHANSA	S	A	61	0	1	77	18	3	2	0	0	6	73	10	62
	HEATHROW	LUFTHANSA	S	D	61	0	1	98	0	2	0	0	0	-4	95	-3	62
<b>TOTAL BERLIN (TEGEL)</b>					<b>472</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>5</b>	<b>5</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	93	0	0	0	0	7	18	93	-9	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	3	85	6	13
<b>TOTAL BERMUDA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>89</b>	<b>-2</b>	<b>-2</b>
BERNE																	
BILBAO	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	-3	97	-5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	16	0	0	0	0	8	94	-1	31
	HEATHROW	IBERIA	S	A	31	0	0	77	16	6	0	0	0	4	74	18	31
	HEATHROW	IBERIA	S	D	31	0	0	94	6	0	0	0	0	-2	100	-8	31
<b>TOTAL BILBAO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>1</b>	<b>1</b>
BILLUND	GATWICK	BRITANNIA AB	C	D	3	0	0	33	0	0	67	0	0	64	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	16	0	0	0
	GATWICK	MAERSK AIR	S	A	62	0	0	68	26	5	2	0	0	13	78	7	54
	GATWICK	MAERSK AIR	S	D	62	0	0	79	13	6	2	0	0	11	91	6	54
	STANSTED	MAERSK AIR	C	A	9	0	0	44	44	11	0	0	0	16	0	0	0
	STANSTED	MAERSK AIR	C	D	9	0	0	67	22	11	0	0	0	16	0	0	0
	BIRMINGHAM	NEWAIR AIR SERVICE	S	A	47	0	0	89	11	0	0	0	0	-6	90	3	50

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BILLUND																	
	BIRMINGHAM	NEWAIR AIR SERVICE	S	D	47	0	0	98	2	0	0	0	0	-2	96	1	50
	MANCHESTER	NEWAIR AIR SERVICE	S	A	47	0	0	94	6	0	0	0	0	1	84	5	50
	MANCHESTER	NEWAIR AIR SERVICE	S	D	47	0	0	94	2	4	0	0	0	-6	94	-5	50
<b>TOTAL BILLUND</b>					<b>339</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>3</b>	<b>3</b>
BIRMINGHAM																	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	193	3	4	84	7	7	2	0	0	8	81	10	119
	GLASGOW	BRITISH AIRWAYS PLC	S	D	194	1	4	89	5	5	1	1	0	3	93	3	120
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	9	0	1	56	33	0	11	0	0	18	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	10	0	1	80	10	10	0	0	0	1	0	0	0
<b>TOTAL BIRMINGHAM</b>					<b>407</b>	<b>4</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>6</b>
BISHKEK (FRUNZE)																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-22	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	7	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>0</b>	<b>0</b>	<b>0</b>
BODO																	
BOGOTA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	13	100	-14	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	60	30	10	0	0	0	14	56	16	9
<b>TOTAL BOGOTA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>2</b>	<b>2</b>
BOLOGNA																	
	GATWICK	ALITALIA	S	A	29	0	2	41	28	28	3	0	0	24	61	17	31
	GATWICK	ALITALIA	S	D	31	0	0	35	35	19	6	3	0	30	67	22	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	39	29	23	10	0	0	26	61	13	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	29	39	29	3	0	0	26	68	8	31
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	18	86	10	7
<b>TOTAL BOLOGNA</b>					<b>126</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>32</b>	<b>25</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>16</b>	<b>16</b>
BORDEAUX																	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					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)										
BORDEAUX																	
	GATWICK	AIR INTER EUROPE	S	A	13	0	0	92	8	0	0	0	0	0	100	4	4
	GATWICK	AIR INTER EUROPE	S	D	13	0	0	100	0	0	0	0	0	-5	100	-3	4
	GATWICK	AIR LIB	S	A	47	0	0	79	6	4	11	0	0	17	0	0	0
	GATWICK	AIR LIB	S	D	47	0	0	77	6	6	11	0	0	15	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	1	80	7	13	0	0	0	7	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	1	74	13	3	10	0	0	14	0	0	0
<b>TOTAL BORDEAUX</b>					<b>183</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>2</b>	<b>2</b>
BOSTON																	
	HEATHROW	AMERICAN AIRLINES	S	A	60	0	1	18	18	48	13	2	0	43	81	4	31
	HEATHROW	AMERICAN AIRLINES	S	D	61	0	1	85	11	3	0	0	4	97	1	31	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	20	0	2	40	30	10	15	5	0	42	91	-10	22
	GLASGOW	BRITISH AIRWAYS PLC	S	D	19	0	3	68	5	11	11	5	0	43	82	14	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	2	4	57	20	14	2	7	0	26	78	7	36
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	76	15	3	3	0	2	15	68	15	37
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	52	3	10	16	16	3	87	68	36	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	6	0	10	0	3	25	62	24	29
<b>TOTAL BOSTON</b>					<b>337</b>	<b>2</b>	<b>12</b>	<b>60</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>30</b>	<b>76</b>	<b>14</b>	<b>14</b>
BOURNEMOUTH																	
<b>TOTAL BOURNEMOUTH</b>					<b>2</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN																	
	GATWICK	DEUTSCHE BA	S	A	85	0	3	78	8	11	2	1	0	12	0	0	0
	GATWICK	DEUTSCHE BA	S	D	85	0	3	86	7	5	1	1	0	10	0	0	0
	HEATHROW	LUFTHANSA	S	A	31	0	0	52	42	3	3	0	0	16	45	19	31
	HEATHROW	LUFTHANSA	S	D	31	0	0	94	3	0	3	0	0	4	83	2	30
<b>TOTAL BREMEN</b>					<b>232</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>7</b>	<b>7</b>
BREST																	
	GATWICK	BRIT AIR	S	A	30	0	1	90	3	7	0	0	0	5	74	10	31
	GATWICK	BRIT AIR	S	D	30	0	1	87	13	0	0	0	0	3	94	2	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BREST																	
<b>TOTAL BREST</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>6</b>	<b>6</b>
BRIDGETOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	32	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	28	100	-27	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	50	17	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	1	0	40	20	20	20	0	0	28	100	1	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	22	11	22	33	0	11	91	89	0	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	80	0	10	10	0	0	8	83	12	6
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	80	20	0	0	0	0	10	50	12	6
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	1	1	33	33	0	0	33	0	86	71	28	7
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	25	0	25	0	25	25	358	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	40	20	0	0	20	20	294	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-1	50	25	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	10	100	6	4
<b>TOTAL BRIDGETOWN</b>					<b>72</b>	<b>2</b>	<b>1</b>	<b>61</b>	<b>14</b>	<b>7</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>64</b>	<b>78</b>	<b>12</b>	<b>12</b>
BRINDISI																	
BRISBANE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	7	50	21	21	0	0	47	71	7	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	5	77	3	13
<b>TOTAL BRISBANE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>7</b>	<b>7</b>
BRISTOL																	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	0	75	0	0	25	0	0	4	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	102	0	2	87	8	1	4	0	0	6	78	9	107
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	102	0	2	91	1	4	4	0	0	4	80	9	107
<b>TOTAL BRISTOL</b>					<b>212</b>	<b>1</b>	<b>4</b>	<b>89</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>9</b>	<b>9</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	68	0	0	63	24	4	4	4	0	21	83	2	93	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	68	0	0	82	9	1	3	4	0	17	94	5	94	
	HEATHROW	BMI BRITISH MIDLAND	S	A	181	0	5	73	13	8	4	2	0	18	79	7	218	
	HEATHROW	BMI BRITISH MIDLAND	S	D	182	0	4	87	6	4	2	1	0	8	89	1	218	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	104	0	4	64	13	14	9	0	0	21	87	6	112	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	106	0	2	77	8	8	8	0	0	13	93	4	112	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	52	0	0	85	8	0	4	4	0	17	87	7	54	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	52	0	0	94	2	0	2	2	0	7	89	4	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	194	0	1	62	19	11	6	2	0	22	74	10	199	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	0	85	8	2	5	1	0	9	92	2	200	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	48	0	0	81	10	0	6	2	0	17	80	12	50	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	48	0	0	77	4	8	8	2	0	17	88	4	50	
	STANSTED	KLM UK LTD	S	A	89	0	6	66	15	6	11	2	0	23	71	12	80	
	STANSTED	KLM UK LTD	S	D	89	0	6	71	12	6	8	3	0	28	73	12	81	
	GLASGOW	SABENA	S	A	55	0	2	82	7	4	5	2	0	7	78	10	69	
	GLASGOW	SABENA	S	D	56	0	1	82	7	9	2	0	0	8	80	8	51	
	HEATHROW	SABENA	S	A	242	0	9	76	18	3	4	0	0	9	77	7	243	
	HEATHROW	SABENA	S	D	241	0	10	86	7	2	3	2	0	9	93	0	243	
	MANCHESTER	SABENA	S	A	26	0	0	69	19	4	0	8	0	22	72	17	32	
	MANCHESTER	SABENA	S	D	30	0	1	93	3	0	3	0	0	6	66	14	38	
<b>TOTAL BRUSSELS</b>					<b>2126</b>	<b>2</b>	<b>51</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>6</b>	<b>6</b>	
BUCHAREST (OTOPENI)																		
	GATWICK	AIR 2000	C	A	6	0	1	33	33	17	17	0	0	26	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	3	75	0	25	0	0	0	18	0	0	0	
	MANCHESTER	AIR 2000	C	A	4	0	0	25	0	50	25	0	0	46	75	20	4	
	MANCHESTER	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	0	100	3	3	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	46	15	23	15	0	0	26	81	12	16	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					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)										
BUCHAREST (OTOPENI)																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	69	15	8	8	0	0	16	81	10	16
	HEATHROW	TAROM	S	A	27	0	0	81	7	4	7	0	0	-6	69	16	36
	HEATHROW	TAROM	S	D	27	0	0	74	19	0	7	0	0	13	80	8	35
	MANCHESTER	TAROM	S	A	5	0	0	100	0	0	0	0	0	-6	100	-4	8
	MANCHESTER	TAROM	S	D	5	0	0	100	0	0	0	0	0	-1	100	-5	8
	STANSTED	TAROM	S	A	4	0	5	100	0	0	0	0	0	-1	56	19	9
	STANSTED	TAROM	S	D	4	0	5	75	0	25	0	0	0	15	67	22	9
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>115</b>	<b>1</b>	<b>14</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>11</b>
BUDAPEST																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	15	6	3	0	0	9	70	10	50
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	73	19	6	2	0	0	10	76	7	51
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	79	11	6	3	0	0	8	58	17	48
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	82	10	5	3	0	0	7	66	12	47
<b>TOTAL BUDAPEST</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>12</b>	<b>12</b>
BUENOS AIRES																	
	HEATHROW	AEROLINEAS ARGENTINAS	S	A	11	0	0	64	18	18	0	0	0	17	75	5	4
	HEATHROW	AEROLINEAS ARGENTINAS	S	D	11	0	0	64	36	0	0	0	0	7	75	12	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	-5	71	16	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	15	0	0	0	10	92	3	13
<b>TOTAL BUENOS AIRES</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>9</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	31	0	0	74	10	13	0	3	0	18	0	0	0	
	GATWICK	MERIDIANA AIR	S	D	31	0	0	58	16	13	6	6	0	37	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CAIRNS																		
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	16	3	0	0	0	1	84	-2	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	6	0	0	0	8	90	5	31	
	HEATHROW	EGYPT AIR	S	A	32	0	0	3	28	31	31	6	0	65	28	28	29	
	HEATHROW	EGYPT AIR	S	D	32	0	0	3	28	28	31	9	0	65	42	31	31	
<b>TOTAL CAIRO</b>					<b>128</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>17</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>62</b>	<b>15</b>	<b>15</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	50	38	0	13	0	0	10	78	12	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	11	0	0	0	12	63	12	8	
<b>TOTAL CALCUTTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>12</b>	<b>12</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	13	0	0	46	31	15	8	0	0	24	91	-30	11	
	HEATHROW	AIR CANADA	S	D	19	0	0	53	11	11	21	5	0	39	77	12	13	
<b>TOTAL CALGARY</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>83</b>	<b>-7</b>	<b>-7</b>	
CAMAGUEY																		
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-51	33	77	3	
<b>TOTAL CAMAGUEY</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-51</b>	<b>50</b>	<b>68</b>	<b>68</b>	
CAMBRIDGE																		
	LUTON	SCOT AIRWAYS	S	A	13	3	0	77	15	0	8	0	0	14	0	0	0	
	LUTON	SCOT AIRWAYS	S	D	16	0	0	75	6	13	6	0	0	8	0	0	0	
	MANCHESTER	SCOT AIRWAYS	S	A	42	0	0	98	0	0	0	2	0	7	89	5	46	
	MANCHESTER	SCOT AIRWAYS	S	D	42	0	0	86	10	2	2	0	0	1	83	5	46	
<b>TOTAL CAMBRIDGE</b>					<b>113</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>5</b>	<b>5</b>	
CAMPBELTOWN																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
CAMPBELTOWN		GLASGOW	LOGANAIR	S	A	20	1	0	90	0	5	5	0	0	5	70	11	27
		GLASGOW	LOGANAIR	S	D	21	2	0	86	5	10	0	0	0	7	82	9	33
<b>TOTAL CAMPBELTOWN</b>						<b>41</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>10</b>	<b>10</b>	
CANCUN																		
CAPE TOWN		HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	0	84	11	5	0	0	4	78	10	9	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	67	22	11	0	0	13	90	5	10	
		HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	9	0	1	67	33	0	0	0	5	100	-7	4	
		HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	9	0	0	67	22	0	11	0	26	75	7	4	
<b>TOTAL CAPE TOWN</b>						<b>55</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>5</b>	<b>5</b>	
CARACAS		HEATHROW	VIASA	S	A	9	0	0	78	0	11	11	0	4	50	27	8	
		HEATHROW	VIASA	S	D	9	0	0	56	11	11	22	0	39	25	36	8	
<b>TOTAL CARACAS</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>38</b>	<b>32</b>	<b>32</b>	
CARDIFF WALES		GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	61	0	2	93	3	3	0	0	4	79	14	67	
		GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	61	0	2	93	3	3	0	0	1	78	15	68	
<b>TOTAL CARDIFF WALES</b>						<b>125</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>79</b>	<b>14</b>	<b>14</b>	
CASABLANCA MOHAMED V		HEATHROW	GB AIRWAYS LTD	S	A	22	0	0	68	18	9	5	0	6	25	32	24	
		HEATHROW	GB AIRWAYS LTD	S	D	22	0	0	50	27	14	9	0	24	29	26	21	
		HEATHROW	ROYAL AIR MAROC	S	A	27	0	0	30	33	22	15	0	32	46	27	26	
		HEATHROW	ROYAL AIR MAROC	S	D	27	0	0	67	19	7	7	0	17	77	11	26	
<b>TOTAL CASABLANCA MOHAMED V</b>						<b>98</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>24</b>	<b>24</b>	
CATANIA (FONTANAROSSA)		GATWICK	ALITALIA	S	A	31	0	0	29	32	29	6	3	32	52	21	29	
		GATWICK	ALITALIA	S	D	29	0	2	59	21	14	7	0	20	87	12	31	
		GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	40	40	20	0	45	33	44	3	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
CATANIA (FONTANAROSSA)	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	0	60	20	0	0	34	60	29	5
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>70</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>26</b>	<b>26</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>20</b>	<b>20</b>
CHAMBERY	MANCHESTER	AER LINGUS	C	A	5	0	0	60	40	0	0	0	0	12	0	0	0
	MANCHESTER	AER LINGUS	C	D	5	0	0	40	60	0	0	0	0	15	0	0	0
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	C	D	5	0	0	0	60	40	0	0	0	29	0	0	0
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	C	A	5	0	0	20	40	40	0	0	0	27	0	58	4
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	20	0	40	40	0	0	48	25	32	4
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	40	20	40	0	0	0	28	67	11	3
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	11	50	24	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	20	40	40	0	0	0	26	75	14	4
	GATWICK	FLIGHTLINE LTD	C	A	5	0	0	20	20	40	20	0	0	37	0	54	4
	GATWICK	FLIGHTLINE LTD	C	D	5	0	0	0	20	40	40	0	0	57	50	17	4
	GATWICK	KLM UK LTD	C	A	5	0	0	20	0	40	40	0	0	49	0	0	0
	GATWICK	KLM UK LTD	C	D	5	0	0	60	20	0	20	0	0	-11	0	0	0
<b>TOTAL CHAMBERY</b>					<b>62</b>	<b>2</b>	<b>2</b>	<b>31</b>	<b>27</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>38</b>	<b>30</b>	<b>30</b>
CHARLOTTE	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	55	16	23	3	3	0	21	71	0	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	3	6	0	0	11	94	3	31
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>1</b>	<b>1</b>
CHICAGO (O'HARE)	BIRMINGHAM	AMERICAN AIRLINES	S	A	31	0	0	68	16	3	10	3	0	17	0	0	0
	BIRMINGHAM	AMERICAN AIRLINES	S	D	31	0	0	77	6	6	6	3	0	21	0	0	0
	HEATHROW	AMERICAN AIRLINES	S	A	84	0	1	25	30	29	13	4	0	44	62	10	55
	HEATHROW	AMERICAN AIRLINES	S	D	84	1	0	81	5	10	4	1	0	14	78	7	55
	MANCHESTER	AMERICAN AIRLINES	S	A	31	1	0	42	26	16	16	0	0	26	74	5	31
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	90	10	0	0	0	0	5	81	26	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	1	1	58	13	16	6	6	0	31	80	-1	35
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	34	44	22	0	0	0	21	81	11	37

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CHICAGO (O'HARE)																		
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	52	26	16	6	0	0	18	0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	90	3	0	6	0	0	10	0	0	0	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>417</b>	<b>3</b>	<b>2</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>9</b>	<b>9</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	31	0	0	23	10	45	23	0	0	41	33	28	30	
	GATWICK	DELTA AIRLINES	S	D	31	0	0	87	10	3	0	0	0	6	80	12	30	
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>20</b>	<b>20</b>	
CITY OF DERRY (EGLINTON)																		
	GLASGOW	LOGANAIR	S	A	30	0	0	97	3	0	0	0	0	-7	94	2	31	
	GLASGOW	LOGANAIR	S	D	31	0	0	87	6	6	0	0	0	3	84	5	31	
	MANCHESTER	LOGANAIR	S	A	30	0	0	97	3	0	0	0	0	-6	94	-5	31	
	MANCHESTER	LOGANAIR	S	D	29	0	1	100	0	0	0	0	0	-6	94	-4	31	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>123</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>91</b>	<b>0</b>	<b>0</b>	
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	79	9	5	7	0	0	11	71	9	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	88	5	4	4	0	0	8	90	3	58	
	GATWICK	CITY FLYER EXPRESS	S	A	67	0	9	75	15	6	4	0	0	11	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	D	69	0	5	91	3	4	1	0	0	5	0	0	0	
	HEATHROW	LUFTHANSA	S	A	40	0	1	88	10	0	3	0	0	4	86	6	58	
	HEATHROW	LUFTHANSA	S	D	40	0	1	98	3	0	0	0	0	-2	97	-2	58	
<b>TOTAL COLOGNE (BONN)</b>					<b>333</b>	<b>1</b>	<b>17</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>4</b>	<b>4</b>	
COLOMBO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50	25	0	0	13	13	122	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	5	0	0	0	
	HEATHROW	SRILANKAN AIRLINES	S	A	18	0	0	89	0	6	6	0	0	-13	59	7	17	
	HEATHROW	SRILANKAN AIRLINES	S	D	18	0	0	72	17	6	6	0	0	13	59	18	17	
<b>TOTAL COLOMBO</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>67</b>	<b>8</b>	<b>8</b>	
CONNAUGHT																		
	BIRMINGHAM	AER LINGUS	S	A	4	0	0	75	0	0	25	0	0	16	0	0	0	

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						Actual (7)	Plan (8)											
CONNAUGHT																		
	BIRMINGHAM	AER LINGUS	S	D	5	0	0	60	20	20	0	0	0	15	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	14	0	0	79	14	0	0	7	0	18	100	-15	14	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	14	0	0	79	7	14	0	0	0	6	100	-2	14	
	STANSTED	RYANAIR	S	A	37	1	5	86	5	0	8	0	0	5	71	15	31	
	STANSTED	RYANAIR	S	D	39	0	3	64	23	8	5	0	0	18	88	13	32	
<b>TOTAL CONNAUGHT</b>					<b>113</b>	<b>1</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>7</b>	
COPENHAGEN																		
	MANCHESTER	AER LINGUS	S	A	29	0	1	90	7	3	0	0	0	0	100	-7	31	
	MANCHESTER	AER LINGUS	S	D	29	0	0	93	0	3	0	3	0	12	84	2	31	
	GLASGOW	BMI BRITISH MIDLAND	S	A	52	0	0	77	15	4	4	0	0	8	81	8	54	
	GLASGOW	BMI BRITISH MIDLAND	S	D	52	0	0	92	6	0	2	0	0	5	96	6	54	
	GATWICK	BRITANNIA AB	C	A	3	0	0	0	33	33	33	0	0	61	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	60	24	11	3	2	0	20	87	4	61	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	63	18	11	6	2	0	21	69	14	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	0	73	18	6	3	0	0	10	81	5	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	0	82	12	5	0	1	0	8	85	4	112	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	48	0	0	65	25	8	2	0	0	14	84	5	49	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	47	1	0	87	11	2	0	0	0	7	94	2	49	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	23	0	0	0	
	STANSTED	KLM UK LTD	S	A	52	0	0	69	19	6	4	2	0	14	79	5	52	
	STANSTED	KLM UK LTD	S	D	52	0	0	81	8	8	2	2	0	15	83	8	53	
	GATWICK	MAERSK AIR	S	A	26	0	0	81	12	4	4	0	0	9	89	3	27	
	GATWICK	MAERSK AIR	S	D	26	0	0	69	19	12	0	0	0	12	89	5	27	
	STANSTED	MAERSK AIR	C	A	13	0	0	92	0	8	0	0	0	6	0	0	0	
	STANSTED	MAERSK AIR	C	D	13	1	0	77	23	0	0	0	0	11	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	78	11	11	0	0	0	11	100	1	4	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	44	11	44	0	0	0	25	100	0	4	
	HEATHROW	SAS	S	A	150	1	0	66	16	14	4	0	0	14	68	10	150	

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
COPENHAGEN																		
	HEATHROW	SAS	S	D	155	0	0	83	10	5	3	0	0	6	93	-1	153	
	MANCHESTER	SAS	S	A	82	0	1	82	7	6	5	0	0	9	87	4	63	
	MANCHESTER	SAS	S	D	81	0	1	90	6	1	2	0	0	3	89	-1	63	
	HEATHROW	VARIG	S	A	14	0	0	50	21	21	7	0	0	21	71	13	14	
	HEATHROW	VARIG	S	D	14	0	0	43	21	14	14	7	0	49	7	77	14	
<b>TOTAL COPENHAGEN</b>					<b>1330</b>	<b>3</b>	<b>3</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>6</b>	<b>6</b>	
CORK																		
	BIRMINGHAM	AER LINGUS	S	A	26	0	0	85	8	0	8	0	0	12	96	-2	27	
	BIRMINGHAM	AER LINGUS	S	D	26	0	0	92	4	0	4	0	0	10	96	2	27	
	HEATHROW	AER LINGUS	S	A	94	0	0	61	23	9	5	2	0	22	64	15	99	
	HEATHROW	AER LINGUS	S	D	94	0	0	66	15	11	6	2	0	20	74	12	99	
	MANCHESTER	AER LINGUS	S	A	9	0	0	89	11	0	0	0	0	0	50	5	4	
	MANCHESTER	AER LINGUS	S	D	9	0	0	100	0	0	0	0	0	-6	100	0	4	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	C	D	2	0	0	0	100	0	0	0	0	24	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-19	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-7	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	51	1	0	76	16	4	4	0	0	10	83	12	53	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	51	1	0	92	0	4	4	0	0	4	89	5	54	
	GATWICK	CITY FLYER EXPRESS	S	A	57	0	0	75	18	5	2	0	0	8	83	5	6	
	GATWICK	CITY FLYER EXPRESS	S	D	58	0	4	66	17	10	5	2	0	17	83	13	6	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	-4	92	-3	26	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	0	88	10	26	
	STANSTED	RYANAIR	S	A	66	2	1	88	3	2	8	0	0	6	81	8	31	
	STANSTED	RYANAIR	S	D	66	2	1	80	9	5	6	0	0	15	82	15	34	
<b>TOTAL CORK</b>					<b>629</b>	<b>6</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>9</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
DACCA																	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	18	0	0	44	11	22	17	0	6	48	29	167	17
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	18	0	0	22	44	22	11	0	0	30	35	150	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	83	6	0	6	0	6	41	67	8	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	59	29	12	0	0	0	14	61	19	18
<b>TOTAL DACCA</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>49</b>	<b>84</b>	<b>84</b>
DALAMAN																	
<b>TOTAL DALAMAN</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALLAS/FORT WORTH																	
	GATWICK	AMERICAN AIRLINES	S	A	52	0	1	19	27	35	19	0	0	39	26	50	31
	GATWICK	AMERICAN AIRLINES	S	D	52	0	1	31	23	31	13	2	0	37	29	49	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	40	10	33	3	13	0	55	58	10	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	1	57	30	7	3	3	0	27	77	8	31
<b>TOTAL DALLAS/FORT WORTH</b>					<b>164</b>	<b>0</b>	<b>4</b>	<b>34</b>	<b>23</b>	<b>28</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>48</b>	<b>29</b>	<b>29</b>
DAMASCUS																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	1	0	100	0	0	0	0	0	-7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	-2	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	-5	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	10	0	0	70	10	20	0	0	0	10	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0
	HEATHROW	SYRIANAIR	S	A	13	0	0	46	8	15	23	0	8	91	100	-23	12
	HEATHROW	SYRIANAIR	S	D	12	1	0	50	25	25	0	0	0	20	77	15	13
<b>TOTAL DAMASCUS</b>					<b>60</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>88</b>	<b>-3</b>	<b>-3</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	9	0	0	44	33	22	0	0	0	20	0	0	0
	HEATHROW	ALLIANCE	S	D	9	0	0	67	22	11	0	0	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	0	55	9	18	9	0	9	72	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	6	0	0	100	0	0	0	0	0	3	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DAR-ES-SALAAM	HEATHROW	BRITISH AIRWAYS PLC	S	A	6	0	0	33	17	17	33	0	0	35	38	24	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	75	0	25	0	0	0	15	85	15	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>62</b>	<b>20</b>	<b>20</b>
DEAUVILLE	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	0	33	0	51	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	2	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	0	33	0	33	33	0	98	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	1	75	0	0	0	25	0	48	0	0	0
<b>TOTAL DEAUVILLE</b>					<b>19</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
DELHI	HEATHROW	AIR CANADA	S	A	18	0	0	89	0	0	11	0	0	-6	83	-2	18
	HEATHROW	AIR CANADA	S	D	18	0	0	22	11	22	33	11	0	72	18	106	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	20	0	0	0	-9	50	10	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	40	40	0	20	0	0	36	20	17	5
<b>TOTAL DELHI</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>9</b>	<b>11</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>48</b>	<b>43</b>	<b>43</b>
DENVER INTERNATIONAL																	
DETROIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	42	29	19	3	6	0	36	65	58	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	29	10	10	0	0	21	55	23	31
	GATWICK	NORTHWEST AIRLINES	S	A	39	0	1	28	18	18	26	10	0	64	0	0	0
	GATWICK	NORTHWEST AIRLINES	S	D	39	0	1	74	15	0	10	0	0	16	0	0	0
<b>TOTAL DETROIT</b>					<b>140</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>22</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>59</b>	<b>35</b>	<b>35</b>
DHAHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	1	96	4	0	0	0	0	-4	95	1	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	1	73	15	8	4	0	0	9	100	-5	22
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	5	0	0	80	20	0	0	0	0	1	56	13	9
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	6	0	0	100	0	0	0	0	0	9	89	7	9
<b>TOTAL DHAHRAN</b>					<b>63</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>1</b>	<b>1</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DIJON	STANSTED	PROTEUS AIR SYSTEM SA	S	A	18	0	3	44	33	6	6	11	0	42	100	6	20
	STANSTED	PROTEUS AIR SYSTEM SA	S	D	19	0	2	95	5	0	0	0	0	0	35	38	23
<b>TOTAL DIJON</b>					<b>37</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>23</b>	<b>23</b>
DOHA	HEATHROW	GULF AIR	S	D	4	0	0	100	0	0	0	0	0	-5	0	0	0
	GATWICK	QATAR AIRWAYS	S	A	9	0	0	22	33	33	11	0	0	31	67	-29	3
	GATWICK	QATAR AIRWAYS	S	D	9	0	0	89	0	11	0	0	0	7	100	-13	3
<b>TOTAL DOHA</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>-15</b>	<b>-15</b>
DONEGAL	GLASGOW	LOGANAIR	S	A	13	0	1	77	8	8	8	0	0	10	100	-5	13
	GLASGOW	LOGANAIR	S	D	13	0	2	62	0	15	0	0	23	288	92	-1	13
<b>TOTAL DONEGAL</b>					<b>26</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>149</b>	<b>96</b>	<b>-3</b>	<b>-3</b>
DOUALA	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	0	50	0	50	0	0	64	0	0	0
	GATWICK	CAMEROON AIRLINES	S	D	4	0	1	25	0	75	0	0	0	34	0	0	0
<b>TOTAL DOUALA</b>					<b>8</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
DRESDEN	HEATHROW	LUFTHANSA	S	A	42	0	0	74	26	0	0	0	0	8	52	24	27
	HEATHROW	LUFTHANSA	S	D	47	0	0	79	13	4	4	0	0	10	91	3	32
<b>TOTAL DRESDEN</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>12</b>	<b>12</b>
DUBAI	GATWICK	EMIRATES	S	A	12	0	0	67	0	25	8	0	0	25	77	3	13
	GATWICK	EMIRATES	S	D	22	0	1	73	14	5	9	0	0	16	85	7	13
	HEATHROW	EMIRATES	S	A	53	0	0	55	21	15	8	2	0	24	48	15	56
	HEATHROW	EMIRATES	S	D	53	0	0	72	17	8	2	2	0	14	78	8	54
	MANCHESTER	EMIRATES	S	A	22	0	0	55	27	0	14	5	0	27	50	33	22
	MANCHESTER	EMIRATES	S	D	23	0	0	65	17	4	13	0	0	20	38	29	21
<b>TOTAL DUBAI</b>					<b>185</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>15</b>	<b>15</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					132	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	132	1	0	87	8	2	3	0	0	5	92	-3	142
	BIRMINGHAM	AER LINGUS	S	D	133	0	0	77	16	4	3	1	0	13	90	9	143
	GLASGOW	AER LINGUS	S	A	91	0	0	88	3	4	4	0	0	7	93	2	109
	GLASGOW	AER LINGUS	S	D	90	0	0	86	4	4	4	1	0	12	92	3	109
	HEATHROW	AER LINGUS	S	A	363	0	5	74	21	4	2	0	0	11	78	10	374
	HEATHROW	AER LINGUS	S	D	365	0	3	85	11	2	2	0	0	6	90	2	374
	MANCHESTER	AER LINGUS	S	A	152	1	2	91	5	3	1	0	0	2	92	1	144
	MANCHESTER	AER LINGUS	S	D	153	1	2	90	5	4	1	0	0	4	92	1	146
	HEATHROW	BMI BRITISH MIDLAND	S	A	242	0	1	69	20	8	3	0	0	13	83	6	243
	HEATHROW	BMI BRITISH MIDLAND	S	D	243	0	1	86	9	2	3	0	0	6	88	0	244
	GATWICK	CITY FLYER EXPRESS	S	A	116	0	2	75	15	7	1	3	0	15	75	6	93
	GATWICK	CITY FLYER EXPRESS	S	D	117	0	0	75	11	10	3	1	0	13	87	6	93
	BIRMINGHAM	RYANAIR	S	A	151	0	11	85	8	5	1	1	0	7	81	7	102
	BIRMINGHAM	RYANAIR	S	D	145	0	5	79	12	5	3	1	0	12	70	19	100
	GATWICK	RYANAIR	S	A	123	1	2	84	10	5	2	0	0	7	76	14	93
	GATWICK	RYANAIR	S	D	125	0	0	78	10	6	5	0	0	10	80	11	95
	LUTON	RYANAIR	S	A	90	1	5	89	2	8	1	0	0	0	85	3	60
	LUTON	RYANAIR	S	D	89	2	6	89	4	6	1	0	0	2	82	9	60
	MANCHESTER	RYANAIR	S	A	168	1	6	87	10	4	0	0	0	5	82	9	102
	MANCHESTER	RYANAIR	S	D	172	1	5	89	6	3	1	1	0	4	77	11	104
	STANSTED	RYANAIR	S	A	336	7	19	82	10	6	2	1	0	8	83	6	248
	STANSTED	RYANAIR	S	D	332	2	20	76	13	8	3	0	0	13	80	13	246
<b>TOTAL DUBLIN</b>					<b>3928</b>	<b>19</b>	<b>97</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>6</b>	<b>6</b>
DUNDEE	MANCHESTER	BMI REGIONAL	S	A	46	0	2	63	30	4	2	0	0	13	38	22	8
	MANCHESTER	BMI REGIONAL	S	D	46	0	1	78	17	2	2	0	0	7	0	0	0
<b>TOTAL DUNDEE</b>					<b>92</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>24</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>22</b>	<b>22</b>
DURBAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	3	80	6	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
DURBAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	1	1	92	8	0	0	0	0	3	56	18	9	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	14	0	0	50	29	14	7	0	0	22	33	23	9	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	13	0	0	54	38	8	0	0	0	15	67	12	9	
<b>TOTAL DURBAN</b>					<b>52</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>14</b>	<b>14</b>	
DUSHANBE																		
DUSSELDORF																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	109	0	0	96	2	1	0	1	0	-4	91	-1	85	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	109	0	0	95	3	1	1	0	0	2	88	4	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	88	8	2	3	0	0	3	72	9	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	78	13	4	5	0	0	11	86	8	116	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	79	0	0	91	5	4	0	0	0	-1	95	-2	81	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	79	0	0	86	8	5	1	0	0	4	93	2	81	
	GATWICK	CITY FLYER EXPRESS	S	A	67	0	0	67	21	3	7	1	0	19	66	17	59	
	GATWICK	CITY FLYER EXPRESS	S	D	67	0	0	75	12	9	4	0	0	14	92	4	59	
	STANSTED	KLM UK LTD	S	A	78	0	0	87	9	1	3	0	0	-3	85	5	75	
	STANSTED	KLM UK LTD	S	D	78	0	0	69	21	5	5	0	0	13	82	12	76	
	HEATHROW	LUFTHANSA	S	A	96	0	1	78	13	5	4	0	0	9	68	13	97	
	HEATHROW	LUFTHANSA	S	D	97	0	1	97	2	1	0	0	0	-2	94	-2	97	
	MANCHESTER	LUFTHANSA	S	A	52	0	0	90	10	0	0	0	0	-1	83	3	54	
	MANCHESTER	LUFTHANSA	S	D	52	0	0	92	6	0	2	0	0	5	85	5	54	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	51	0	0	88	6	4	2	0	0	4	0	0	0	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	51	0	0	78	12	8	2	0	0	10	0	0	0	
<b>TOTAL DUSSELDORF</b>					<b>1303</b>	<b>2</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>6</b>	<b>6</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	68	0	0	85	12	0	3	0	0	6	67	22	27	
	GLASGOW	BMI BRITISH MIDLAND	S	D	45	1	2	89	7	2	2	0	0	4	93	11	27	
	BIRMINGHAM	COMMUNITY EXPRESS AIRLINES LTD	S	A	40	0	2	88	3	8	3	0	0	5	0	0	0	
	BIRMINGHAM	COMMUNITY EXPRESS AIRLINES LTD	S	D	35	0	7	97	3	0	0	0	0	0	0	0	0	
	GATWICK	COMMUNITY EXPRESS AIRLINES LTD	S	A	40	0	2	83	10	8	0	0	0	3	0	0	0	
	GATWICK	COMMUNITY EXPRESS AIRLINES LTD	S	D	40	0	2	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL EAST MIDLANDS</b>					<b>269</b>	<b>2</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>20</b>	<b>20</b>	
EDINBURGH																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	238	0	4	74	16	8	2	0	0	10	87	6	265	
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	2	85	10	5	0	0	0	4	91	1	266	
	MANCHESTER	BMI REGIONAL	S	D	21	0	0	100	0	0	0	0	0	-10	84	-1	70	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	185	0	2	97	3	0	0	0	0	0	91	-1	192	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	185	0	2	91	5	4	0	0	0	2	91	5	193	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	333	7	0	77	17	5	2	0	0	9	79	9	336	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	333	8	0	88	8	3	1	0	0	4	90	2	336	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	104	1	6	88	9	2	2	0	0	5	88	6	118	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	108	0	3	84	9	5	2	0	0	3	89	1	119	
	LUTON	GB AIRWAYS LTD	S	A	77	1	0	95	3	3	0	0	0	0	0	0	0	
	LUTON	GB AIRWAYS LTD	S	D	78	0	0	90	5	4	1	0	0	4	0	0	0	
	GATWICK	KLM UK LTD	S	A	118	0	3	72	20	6	1	1	0	11	86	5	119	
	GATWICK	KLM UK LTD	S	D	150	0	2	80	8	4	7	1	0	16	86	7	142	
	STANSTED	KLM UK LTD	S	A	124	1	1	85	5	4	6	0	0	6	89	2	106	
	STANSTED	KLM UK LTD	S	D	116	0	3	68	11	13	7	1	0	20	81	11	101	
<b>TOTAL EDINBURGH</b>					<b>2408</b>	<b>18</b>	<b>28</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>4</b>	<b>4</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	8	1	0	38	0	13	38	13	0	75	88	-17	8	
	HEATHROW	AIR CANADA	S	D	4	0	0	100	0	0	0	0	0	3	89	4	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
EDMONTON																		
<b>TOTAL EDMONTON</b>						<b>12</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>51</b>	<b>88</b>	<b>-6</b>	<b>-6</b>
EINDHOVEN																		
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	42	0	0	81	7	10	2	0	0	5	0	0	0	
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	42	0	0	76	12	7	5	0	0	12	0	0	0	
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	41	0	1	90	10	0	0	0	0	1	72	10	46	
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	41	0	1	95	5	0	0	0	0	-3	89	-3	45	
	HEATHROW	KLM	S	A	41	0	1	76	24	0	0	0	0	7	87	4	46	
	HEATHROW	KLM	S	D	41	0	1	98	2	0	0	0	0	-2	91	0	46	
<b>TOTAL EINDHOVEN</b>					<b>248</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>3</b>	<b>3</b>	
ENTEBBE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	33	33	33	0	0	0	24	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	6	0	0	83	0	17	0	0	0	12	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	1	0	0	25	25	50	0	0	63	50	16	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	25	0	0	0	14	67	13	9	
<b>TOTAL ENTEBBE</b>					<b>17</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	AIR 2000	C	A	9	0	0	56	22	22	0	0	0	16	78	7	9
	GATWICK	AIR 2000	C	D	9	0	0	56	33	11	0	0	0	16	100	2	9
	GLASGOW	AIR 2000	C	A	5	0	1	20	20	40	20	0	0	55	50	68	4
	GLASGOW	AIR 2000	C	D	6	0	0	17	0	33	50	0	0	69	50	60	4
	MANCHESTER	AIR 2000	C	A	9	0	0	67	11	11	11	0	0	12	67	29	9
	MANCHESTER	AIR 2000	C	D	9	0	0	67	0	22	11	0	0	17	67	30	9
	GATWICK	AIR OPERATIONS EUROPE	C	A	4	0	0	100	0	0	0	0	0	-6	0	116	1
	GATWICK	AIR OPERATIONS EUROPE	C	D	4	0	0	25	25	25	25	0	0	44	0	113	1
	HEATHROW	AIR PORTUGAL	S	A	19	0	0	47	26	16	11	0	0	23	81	12	21
	HEATHROW	AIR PORTUGAL	S	D	19	0	0	63	11	16	11	0	0	21	81	11	21
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	2	0	75	25	0	0	0	0	5	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	2	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	BRITANNIA AB	C	A	5	0	0	20	20	20	20	20	0	86	0	0	0
	GATWICK	BRITANNIA AB	C	D	5	0	0	40	20	20	20	0	0	54	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-4	50	22	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	20	24	5
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	17	17	17	33	17	0	68	25	36	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	20	20	0	58	75	24	4
	LUTON	BRITANNIA AIRWAYS	C	A	3	1	0	100	0	0	0	0	0	-1	75	12	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	100	2	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	20	50	22	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	20	50	22	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	49	0	1	63	18	14	4	0	0	15	78	11	54
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	49	0	2	65	12	14	8	0	0	19	63	16	54
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	13	13	25	38	13	0	97	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	1	6	14	14	29	14	29	0	109	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	20	40	0	0	39	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	20	20	40	20	0	0	36	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	25	25	62	4

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	CALEDONIAN AIRWAYS	C	D	5	0	0	0	60	40	0	0	0	37	50	72	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	1	1	22	33	22	22	0	0	31	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	64	9	0	27	0	0	29	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	3	11	33	44	11	0	0	36	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	10	0	1	60	20	10	10	0	0	27	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	4	1	0	75	25	0	0	0	0	10	100	-9	4
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	4	1	0	50	50	0	0	0	0	15	75	13	4
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	2	50	0	25	25	0	0	35	75	5	16
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	2	50	0	0	50	0	0	51	44	20	16
	MANCHESTER	LEISURE INTERNATIONAL	C	A	6	0	0	33	17	17	33	0	0	35	50	56	8
	MANCHESTER	LEISURE INTERNATIONAL	C	D	6	0	0	67	0	0	33	0	0	31	38	16	8
	STANSTED	LEISURE INTERNATIONAL	C	A	4	1	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	D	4	1	0	100	0	0	0	0	0	9	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	7	0	0	43	14	29	14	0	0	30	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	7	0	0	29	43	14	14	0	0	33	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	25	0	0	8	28	28	32	4	0	67	47	35	15
	GATWICK	MONARCH AIRLINES	C	D	25	0	0	28	20	20	28	4	0	53	60	23	15
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	21	29	36	14	0	0	33	33	50	9
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	40	27	27	7	0	0	25	78	38	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	15	0	178	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	136	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	38	0	13	0	0	15	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	3	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	8	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	2	64	21	7	7	0	0	18	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	80	7	7	7	0	0	18	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	60	0	20	0	0	44	0	49	1
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	34	0	65	1
<b>TOTAL FARO</b>					<b>522</b>	<b>11</b>	<b>21</b>	<b>51</b>	<b>18</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>65</b>	<b>25</b>	<b>25</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 1995						
			CHARTER/ SCHED	ARR/ DEP	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
FLORENCE																		
	STANSTED	KLM UK LTD	S	A	31	0	0	52	19	10	19	0	0	26	87	3	31	
	STANSTED	KLM UK LTD	S	D	31	0	0	39	42	13	6	0	0	26	81	15	31	
	GATWICK	MERIDIANA AIR	S	A	31	0	0	48	26	10	10	6	0	35	55	21	55	
	GATWICK	MERIDIANA AIR	S	D	31	0	0	68	19	10	0	3	0	17	67	21	55	
<b>TOTAL FLORENCE</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>17</b>	<b>17</b>	
FORT LAUDERDALE																		
FRANKFURT MAIN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	119	0	0	82	13	4	1	0	0	7	76	7	120	
	HEATHROW	BMI BRITISH MIDLAND	S	D	119	0	0	87	11	3	0	0	0	4	93	-2	120	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	68	16	13	2	1	0	17	82	4	89	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	0	85	5	7	3	0	0	8	97	2	89	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	77	0	1	86	12	3	0	0	0	7	79	7	80	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	77	0	1	82	10	8	0	0	0	7	89	7	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	158	0	0	81	12	6	1	0	0	6	67	12	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	158	0	0	78	15	5	2	0	0	10	80	7	120	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	62	0	1	87	6	6	0	0	0	1	89	1	62	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	63	0	0	86	6	6	2	0	0	4	94	0	62	
	STANSTED	KLM UK LTD	S	A	52	0	1	85	6	0	10	0	0	11	74	16	53	
	STANSTED	KLM UK LTD	S	D	52	0	1	79	8	6	8	0	0	18	85	16	54	
	BIRMINGHAM	LUFTHANSA	S	A	31	0	0	100	0	0	0	0	0	-7	88	3	52	
	BIRMINGHAM	LUFTHANSA	S	D	31	0	0	100	0	0	0	0	0	1	88	7	52	
	GLASGOW	LUFTHANSA	S	A	7	0	3	100	0	0	0	0	0	-6	87	11	15	
	GLASGOW	LUFTHANSA	S	D	7	0	3	100	0	0	0	0	0	0	80	12	15	
	HEATHROW	LUFTHANSA	S	A	155	0	0	57	31	9	3	0	0	15	43	22	155	
	HEATHROW	LUFTHANSA	S	D	155	0	0	92	5	2	1	1	0	3	92	0	155	
	MANCHESTER	LUFTHANSA	S	A	63	0	0	89	3	8	0	0	0	3	74	9	62	
	MANCHESTER	LUFTHANSA	S	D	62	0	1	82	11	6	0	0	0	6	71	12	62	
<b>TOTAL FRANKFURT MAIN</b>					<b>1625</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>8</b>	<b>8</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FUERTEVENTURA																		
	GATWICK	AIR 2000	C	A	4	0	0	25	50	25	0	0	0	18	80	7	5	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3	100	2	5	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	0	60	12	5	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	10	60	11	5	
	GATWICK	BRITANNIA AB	C	A	5	0	0	0	0	20	20	40	20	183	0	0	0	
	GATWICK	BRITANNIA AB	C	D	5	0	0	40	0	0	20	40	0	135	0	0	0	
	MANCHESTER	BRITANNIA AB	C	A	5	0	0	0	0	20	20	40	20	196	0	0	0	
	MANCHESTER	BRITANNIA AB	C	D	5	0	0	0	40	0	20	40	0	153	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	6	100	4	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	75	5	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	33	11	0	0	28	50	32	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	33	11	0	0	26	63	37	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-3	0	59	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	9	0	87	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	3	50	16	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	50	17	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-8	75	3	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	6	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	60	20	35	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	39	80	8	5	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-1	100	5	4	
	LUTON	MONARCH AIRLINES	C	D	3	1	0	67	33	0	0	0	0	15	100	2	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	10	20	26	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	100	-1	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	18	0	26	1	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	23	100	2	1	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	11	33	0	0	46	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	11	22	0	0	39	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	11	33	0	0	45	25	25	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	0	33	0	0	41	75	-1	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL FUERTEVENTURA</b>					<b>165</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>38</b>	<b>59</b>	<b>18</b>	<b>18</b>
FUNCHAL	GATWICK	AIR 2000	C	A	4	0	0	50	0	50	0	0	0	15	25	50	4
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	100	-1	4
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	18	100	-3	4
	MANCHESTER	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	12	100	-8	4
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	3	0	0	0	0	67	0	33	0	105	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	3	0	0	0	0	67	0	33	0	118	0	0	0
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	33	22	33	11	0	0	29	56	36	9
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	67	11	11	11	0	0	22	67	33	9
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	30	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	24	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	0	50	0	0	49	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	75	25	0	0	58	0	0	0
	GATWICK	EXCALIBUR AIRWAYS	C	A	8	0	0	63	0	13	25	0	0	22	60	28	10
	GATWICK	EXCALIBUR AIRWAYS	C	D	8	0	0	63	13	13	13	0	0	18	90	28	10
	MANCHESTER	EXCALIBUR AIRWAYS	C	A	5	0	3	60	20	0	20	0	0	21	67	31	9
	MANCHESTER	EXCALIBUR AIRWAYS	C	D	5	0	3	40	20	20	20	0	0	36	89	9	9
	GATWICK	GB AIRWAYS LTD	S	A	14	0	0	79	0	21	0	0	0	-1	44	32	9
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	29	43	14	14	0	0	27	78	11	9
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	30	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	0	0	63	38	0	0	61	13	54	8
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	25	0	13	0	0	25	57	27	7
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	37	0	31	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	5	50	20	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	38	50	15	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	100	-1	4

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995					
			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)											
FUNCHAL																	
<b>TOTAL FUNCHAL</b>					150	2	6	48	16	23	12	1	0	27	67	22	22

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					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)											
GABORONE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	0	5	89	-3	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	44	56	0	0	0	0	15	78	10	9
<b>TOTAL GABORONE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>4</b>	<b>4</b>
GATWICK																	
	MANCHESTER	AIR 2000	C	A	2	0	0	0	100	0	0	0	0	22	0	0	0
	MANCHESTER	BRITANNIA AB	C	A	5	0	0	40	0	0	20	40	0	132	0	0	0
	MANCHESTER	BRITANNIA AB	C	D	5	0	0	0	0	20	20	40	20	186	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	2	30	30	30	10	0	0	31	25	29	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	42	60	47	5
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	0	2	76	12	6	5	0	0	12	89	1	170
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	2	83	5	7	4	0	0	8	92	1	169
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	8	0	0	75	13	0	13	0	0	7	78	13	9
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	9	1	0	11	11	11	67	0	0	65	0	85	9
	BIRMINGHAM	COMMUNITY EXPRESS AIRLINES LTD	S	A	36	0	6	89	8	3	0	0	0	4	0	0	0
	BIRMINGHAM	COMMUNITY EXPRESS AIRLINES LTD	S	D	39	0	3	87	13	0	0	0	0	5	0	0	0
	MANCHESTER	CONTINENTAL AIRLINES	S	D	2	1	0	100	0	0	0	0	0	-15	0	0	0
	GLASGOW	KLM UK LTD	S	A	145	0	5	70	20	6	4	0	0	10	89	3	139
	GLASGOW	KLM UK LTD	S	D	144	1	6	74	16	6	4	0	0	11	90	6	139
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-2	50	28	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	0	60	20	0	87	100	7	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	25	25	0	101	67	7	3
	MANCHESTER	NORTHWEST AIRLINES	S	D	3	3	0	0	0	0	33	67	0	245	0	0	0
<b>TOTAL GATWICK</b>					<b>757</b>	<b>10</b>	<b>28</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>4</b>	<b>4</b>
GEILO (DAGALI)																	
	GATWICK	KLM UK LTD	C	A	5	0	0	0	40	40	0	20	0	64	0	0	0
	GATWICK	KLM UK LTD	C	D	5	0	0	40	0	40	0	20	0	57	0	0	0
<b>TOTAL GEILO (DAGALI)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>61</b>	<b>100</b>	<b>-25</b>	<b>-25</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
GENEVA																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	20	20	0	0	0	17	50	39	4	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	7	50	20	4	
	GATWICK	AIR 2000	C	A	10	0	0	80	0	0	20	0	0	21	42	39	12	
	GATWICK	AIR 2000	C	D	10	0	0	90	10	0	0	0	0	7	58	33	12	
	GLASGOW	AIR 2000	C	A	5	0	0	0	80	20	0	0	0	25	0	47	4	
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	0	25	28	4	
	MANCHESTER	AIR 2000	C	A	4	1	1	75	0	25	0	0	0	15	63	35	8	
	MANCHESTER	AIR 2000	C	D	5	0	0	40	40	20	0	0	0	17	88	20	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	80	20	0	0	51	0	41	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	14	50	19	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	16	0	0	19	13	19	50	0	0	69	32	28	22	
	GATWICK	BRITANNIA AIRWAYS	C	D	16	0	0	25	25	25	25	0	0	46	61	15	23	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	100	0	0	0	39	25	43	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	20	60	20	0	0	0	20	100	11	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	80	20	0	0	55	25	28	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	22	100	0	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	66	22	5	8	0	0	16	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	0	74	10	11	5	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	58	25	16	1	0	0	16	53	23	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	72	20	8	1	0	0	12	77	9	124	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	60	40	0	0	0	0	12	0	27	4	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	58	19	19	3	0	0	16	94	1	31	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	-2	100	-7	4	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	52	10	26	13	0	0	27	77	11	31	
	GATWICK	CALEDONIAN AIRWAYS	C	A	25	1	0	8	20	20	48	4	0	69	38	34	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	25	1	0	16	24	16	40	4	0	59	38	25	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	0	17	33	17	17	17	0	64	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	67	0	0	33	0	0	42	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
GENEVA																	
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	17	17	33	17	0	17	94	0	59	12
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	0	33	50	0	0	17	87	17	41	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	80	0	0	70	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	80	20	0	0	52	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	0	40	0	0	55	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	40	0	0	0
	HEATHROW	SWISSAIR	S	A	124	0	0	74	19	6	1	0	9	73	10	124	
	HEATHROW	SWISSAIR	S	D	124	0	0	69	23	6	2	0	12	85	4	124	
<b>TOTAL GENEVA</b>					<b>1001</b>	<b>4</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>14</b>	<b>14</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	0	67	14	14	4	2	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	0	58	19	14	7	2	0	23	0	0	0
<b>TOTAL GENOA</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>4</b>	<b>4</b>
GERONA																	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL GERONA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>7</b>	<b>7</b>
GIBRALTAR																	
	GATWICK	GB AIRWAYS LTD	S	A	22	0	0	64	9	14	9	5	0	26	35	30	23
	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	50	32	18	0	0	0	19	79	15	24
	HEATHROW	GB AIRWAYS LTD	S	A	8	0	0	63	13	25	0	0	0	8	33	17	6
	HEATHROW	GB AIRWAYS LTD	S	D	8	0	0	25	75	0	0	0	0	19	14	23	7
	MANCHESTER	GB AIRWAYS LTD	S	A	9	0	0	44	33	22	0	0	0	18	33	35	9
	MANCHESTER	GB AIRWAYS LTD	S	D	9	0	0	33	11	56	0	0	0	28	33	37	9
<b>TOTAL GIBRALTAR</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>25</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>46</b>	<b>25</b>	<b>25</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAR 1995				
			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	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	7	100	6	4
	BIRMINGHAM	AIR 2000	C	D	3	0	1	67	33	0	0	0	0	4	75	5	4
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-2	0	0	0
	GATWICK	AIR 2000	C	D	5	1	0	60	0	0	40	0	0	19	0	0	0
	MANCHESTER	AIR 2000	C	A	4	0	1	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	AIR 2000	C	D	4	0	1	75	25	0	0	0	0	6	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	238	0	0	82	14	1	2	0	0	8	77	9	240
	HEATHROW	BMI BRITISH MIDLAND	S	D	238	0	0	92	6	1	0	0	0	2	90	1	240
	MANCHESTER	BMI REGIONAL	S	A	65	1	3	86	12	0	2	0	0	8	79	10	73
	MANCHESTER	BMI REGIONAL	S	D	46	0	1	93	7	0	0	0	0	-3	87	-1	71
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	214	0	0	87	6	5	1	0	0	7	91	3	225
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	215	0	4	87	7	5	1	0	0	6	90	5	223
	HEATHROW	BRITISH AIRWAYS PLC	S	A	331	5	1	81	12	4	3	0	0	9	75	11	335
	HEATHROW	BRITISH AIRWAYS PLC	S	D	332	1	0	89	7	4	1	0	0	4	89	2	339
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	119	0	0	84	7	7	3	0	0	8	85	6	147
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	118	0	0	90	3	6	2	0	0	1	92	3	146
	LUTON	GB AIRWAYS LTD	S	A	78	1	0	90	6	3	0	1	0	1	0	0	0
	LUTON	GB AIRWAYS LTD	S	D	79	0	2	96	3	1	0	0	0	0	0	0	0
	GATWICK	KLM UK LTD	S	A	148	0	2	72	13	8	7	1	0	14	88	2	137
	GATWICK	KLM UK LTD	S	D	117	0	2	73	18	8	2	0	0	11	88	6	114
	STANSTED	KLM UK LTD	S	A	73	0	0	90	4	5	0	0	0	0	88	2	74
	STANSTED	KLM UK LTD	S	D	79	0	0	80	11	6	3	0	0	10	74	13	81
<b>TOTAL GLASGOW</b>					<b>2516</b>	<b>11</b>	<b>18</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>5</b>	<b>5</b>
GOA	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	1	50	0	25	25	0	0	29	0	47	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	37	100	6	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	50	0	0	36	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	20	40	0	0	70	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	40	20	10	10	10	10	97	46	10	13
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	33	22	22	0	22	0	86	71	20	14

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-21	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	1	1	50	0	0	50	0	0	51	40	89	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	100	1	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	80	20	0	0	0	24	0	101	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	80	20	0	0	0	27	75	52	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	0	40	40	0	0	44	100	-26	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	35	80	4	5	
<b>TOTAL GOA</b>					<b>74</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>23</b>	<b>14</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>45</b>	<b>61</b>	<b>26</b>	<b>26</b>	
GOOSE BAY																		
GOTEBORG																		
	GATWICK	AIR 2000	C	A	5	0	0	40	0	20	40	0	0	40	0	0	0	
	GATWICK	AIR 2000	C	D	5	0	0	20	40	0	40	0	0	36	0	0	0	
	LUTON	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-9	0	0	0	
	LUTON	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	28	0	3	93	4	4	0	0	0	-2	90	0	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	71	13	13	3	0	0	15	94	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	5	10	3	0	0	6	90	4	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	94	2	3	2	0	0	4	98	-2	62	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	28	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	33	0	67	0	0	0	35	0	0	0	
	HEATHROW	SAS	S	A	86	0	1	83	12	2	3	0	0	7	73	9	82	
	HEATHROW	SAS	S	D	88	0	0	91	3	6	0	0	0	3	93	-1	83	
	STANSTED	STERLING EUROPEAN AIRLINES	C	A	2	0	0	50	0	50	0	0	0	25	0	0	0	
	STANSTED	STERLING EUROPEAN AIRLINES	C	D	2	0	0	50	0	0	50	0	0	39	0	0	0	
<b>TOTAL GOTEBORG</b>					<b>390</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>2</b>	<b>2</b>	
GRANADA																		
GRAND CAYMAN																		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GRAND CAYMAN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	1	0	25	25	38	13	0	0	43	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	17	0	0	0	
<b>TOTAL GRAND CAYMAN</b>					<b>12</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>11</b>	<b>11</b>	
GRAZ																		
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	47	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	37	0	0	0	
<b>TOTAL GRAZ</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>100</b>	<b>-3</b>	<b>-3</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	1	57	14	7	14	7	0	37	78	4	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	22	22	0	0	0	21	67	14	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	50	25	0	0	44	60	15	5	
<b>TOTAL GRENADA</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>70</b>	<b>10</b>	<b>10</b>	
GRENOBLE																		
	GATWICK	AIR 2000	C	A	10	0	0	10	20	50	10	10	0	60	0	69	4	
	GATWICK	AIR 2000	C	D	10	0	0	60	20	0	20	0	0	32	25	41	4	
	MANCHESTER	AIR 2000	C	A	5	0	0	40	0	20	40	0	0	41	50	23	4	
	MANCHESTER	AIR 2000	C	D	5	0	0	40	40	20	0	0	0	18	50	14	4	
<b>TOTAL GRENOBLE</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>20</b>	<b>23</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>26</b>	<b>26</b>	
GUERNSEY																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	33	0	0	88	0	6	6	0	0	1	100	-4	2	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	32	0	1	91	0	6	3	0	0	-2	100	3	2	
	GATWICK	CITY FLYER EXPRESS	S	A	60	0	3	80	12	3	5	0	0	6	93	1	73	
	GATWICK	CITY FLYER EXPRESS	S	D	60	0	1	73	12	10	5	0	0	11	92	3	73	
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	A	7	0	0	86	14	0	0	0	0	94	-3	31		
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	D	8	0	0	88	13	0	0	0	0	5	90	10	31	
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	A	112	0	4	77	12	4	7	1	0	14	93	5	120	
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	D	89	0	3	83	9	2	6	0	0	8	92	5	119	
	HEATHROW	KLM UK LTD	S	A	114	0	1	90	4	4	2	0	0	1	83	6	115	
	HEATHROW	KLM UK LTD	S	D	114	0	1	89	5	4	1	0	0	2	84	4	115	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GUERNSEY																	
<b>TOTAL GUERNSEY</b>					<b>629</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>4</b>	<b>4</b>
GURYEV																	
	BIRMINGHAM	KAZAKHSTAN AIRLINES	C	A	5	0	0	0	20	60	20	0	0	56	0	0	0
	BIRMINGHAM	KAZAKHSTAN AIRLINES	C	D	5	0	0	0	60	20	20	0	0	48	0	0	0
<b>TOTAL GURYEV</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	21	0	0	24	14	43	14	5	0	43	43	61	21	
	HEATHROW	AIR CANADA	S	D	26	0	0	77	0	4	15	4	0	29	73	22	22	
<b>TOTAL HALIFAX INT</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>21</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>58</b>	<b>41</b>	<b>41</b>	
HAMBURG																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	21	0	0	71	19	5	5	0	0	11	83	8	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	83	9	6	2	0	0	5	66	13	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	77	16	4	2	0	0	9	78	9	93	
	STANSTED	KLM UK LTD	S	A	52	0	0	81	4	4	10	2	0	8	69	10	51	
	STANSTED	KLM UK LTD	S	D	52	0	0	71	13	0	12	4	0	25	94	1	52	
	HEATHROW	LUFTHANSA	S	A	123	0	0	79	13	7	1	0	0	7	75	9	118	
	HEATHROW	LUFTHANSA	S	D	123	0	0	93	4	3	0	0	0	-1	94	-1	118	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	26	0	0	88	8	0	4	0	0	1	77	9	26	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	26	0	0	92	4	0	4	0	0	11	73	7	26	
<b>TOTAL HAMBURG</b>					<b>610</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>6</b>	<b>6</b>	
HANOVER																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	21	0	0	90	5	5	0	0	0	-5	80	16	5	
	GATWICK	BRITISH AIRWAYS PLC	C	A	7	0	0	86	14	0	0	0	0	-5	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	D	7	0	0	86	14	0	0	0	0	4	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	0	6	0	0	6	83	9	30	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	3	3	0	0	8	76	15	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	40	1	11	83	13	3	3	0	0	1	77	6	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	38	1	0	84	16	0	0	0	0	6	88	3	42	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	3	0	0	-5	71	13	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	94	6	0	0	0	0	5	84	11	31	
	HEATHROW	LUFTHANSA	S	A	64	0	0	91	2	5	3	0	0	3	82	4	55	
	HEATHROW	LUFTHANSA	S	D	63	0	0	95	0	3	2	0	0	0	93	0	58	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	100	0	0	0	0	23	0	0	0	
<b>TOTAL HANOVER</b>					<b>375</b>	<b>2</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>7</b>	<b>7</b>	
HARARE																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
	GATWICK	AIR ZIMBABWE	S	A	16	0	1	50	13	13	13	13	0	54	76	4	17
	GATWICK	AIR ZIMBABWE	S	D	15	1	1	87	13	0	0	0	0	6	82	13	17
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	33	33	0	0	0	33	209	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	50	0	0	50	0	0	67	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	-3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	1	0	100	0	0	0	0	0	11	100	2	1
<b>TOTAL HARARE</b>					<b>40</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>44</b>	<b>80</b>	<b>8</b>	<b>8</b>
HAVANA																	
	STANSTED	CUBANA	S	A	4	0	0	100	0	0	0	0	0	-24	100	-7	5
	STANSTED	CUBANA	S	D	4	1	0	50	25	25	0	0	0	21	80	9	5
<b>TOTAL HAVANA</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>90</b>	<b>1</b>	<b>1</b>
HEATHROW																	
	GLASGOW	BMI BRITISH MIDLAND	S	A	238	0	0	81	16	3	0	0	0	8	75	10	240
	GLASGOW	BMI BRITISH MIDLAND	S	D	235	3	1	91	6	2	1	0	0	5	89	6	239
	GLASGOW	BRITISH AIRWAYS PLC	S	A	332	1	0	77	17	5	1	0	0	11	80	10	338
	GLASGOW	BRITISH AIRWAYS PLC	S	D	331	5	1	89	5	3	2	0	0	7	84	8	335
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	301	10	0	69	22	7	2	0	0	14	77	10	308
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	300	12	1	88	6	4	2	0	0	6	91	4	308
<b>TOTAL HEATHROW</b>					<b>1738</b>	<b>31</b>	<b>3</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>8</b>
HELSINKI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	88	5	3	3	0	0	-1	79	4	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	74	19	7	0	0	0	9	91	2	58
	GATWICK	FINNAIR	S	A	57	0	0	88	0	9	2	2	0	4	0	0	0
	GATWICK	FINNAIR	S	D	57	0	0	86	4	2	5	2	2	20	0	0	0
	HEATHROW	FINNAIR	S	A	89	0	0	78	11	10	1	0	0	5	64	10	89
	HEATHROW	FINNAIR	S	D	89	0	0	85	10	4	0	0	0	6	82	5	89
	MANCHESTER	FINNAIR	S	A	31	0	0	84	10	3	3	0	0	0	84	2	31
	MANCHESTER	FINNAIR	S	D	31	0	0	77	10	10	3	0	0	9	80	11	30
	STANSTED	FINNAIR	S	A	11	0	0	100	0	0	0	0	0	-1	100	1	1

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					Actual (7)	Plan (8)											
HELSINKI	STANSTED	FINNAIR	S	D	10	0	0	50	30	20	0	0	0	15	100	-6	1
	GATWICK	LEISURE INTERNATIONAL	C	A	8	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	9	0	0	44	11	11	33	0	0	38	0	0	0
<b>TOTAL HELSINKI</b>					<b>510</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>5</b>	<b>5</b>
HERAKLION					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>29</b>	<b>78</b>	<b>78</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	3	10	6	0	0	9	52	115	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	0	3	0	0	6	90	4	31
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	41	0	0	88	5	5	0	0	2	5	63	32	35
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	41	0	0	85	12	0	2	0	0	5	97	1	35
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	94	0	0	6	0	0	-6	68	49	31
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	31	0	0	97	3	0	0	0	0	0	68	25	31
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	81	16	0	3	0	0	4	0	0	0
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	61	16	13	6	3	0	24	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	77	20	3	0	0	0	-12	57	48	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	90	3	3	3	0	0	12	71	16	31
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>328</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>36</b>	<b>36</b>
HOUSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	42	13	23	10	10	3	64	71	21	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	26	3	10	0	3	37	65	29	31
	GATWICK	CONTINENTAL AIRLINES	S	A	44	0	2	45	18	25	7	5	0	33	52	25	31
	GATWICK	CONTINENTAL AIRLINES	S	D	46	0	0	85	11	2	2	0	0	6	90	4	31
<b>TOTAL HOUSTON</b>					<b>152</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>69</b>	<b>20</b>	<b>20</b>
HURGHADA	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	0	64	75	7	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	11	0	0	0
<b>TOTAL HURGHADA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>79</b>	<b>5</b>	<b>5</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	1	0	60	0	20	0	0	20	227	25	37	4
		GATWICK	EXCALIBUR AIRWAYS	C	D	5	1	0	20	40	20	0	0	20	235	25	36	4
<b>TOTAL IBIZA</b>						<b>14</b>	<b>2</b>	<b>2</b>	<b>43</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>176</b>	<b>33</b>	<b>32</b>	<b>32</b>
INNSBRUCK		GATWICK	BRITANNIA AB	C	A	10	0	0	10	20	30	40	0	0	63	0	0	0
		GATWICK	BRITANNIA AB	C	D	10	0	0	30	10	10	50	0	0	60	0	0	0
		STANSTED	KLM UK LTD	S	A	5	0	0	20	40	40	0	0	0	29	83	24	6
		STANSTED	KLM UK LTD	S	D	5	0	0	60	40	0	0	0	0	13	83	5	6
		GATWICK	LAUDA-AIR	C	A	3	0	0	67	33	0	0	0	0	3	0	0	0
		GATWICK	LAUDA-AIR	C	D	4	0	0	25	50	0	0	25	0	64	0	0	0
		BIRMINGHAM	LEISURE INTERNATIONAL	C	A	5	0	0	0	0	40	60	0	0	62	0	56	4
		BIRMINGHAM	LEISURE INTERNATIONAL	C	D	5	0	0	60	40	0	0	0	0	14	75	22	4
		GATWICK	LEISURE INTERNATIONAL	C	A	20	0	1	25	0	20	55	0	0	53	26	54	19
		GATWICK	LEISURE INTERNATIONAL	C	D	20	0	0	20	10	40	30	0	0	48	50	28	18
		MANCHESTER	LEISURE INTERNATIONAL	C	A	10	0	0	20	20	30	30	0	0	53	50	80	10
		MANCHESTER	LEISURE INTERNATIONAL	C	D	9	0	0	33	11	44	11	0	0	35	60	45	10
		STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	80	0	0	20	0	0	8	75	59	4
		STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	100	0	0	0	0	0	-2	75	44	4
<b>TOTAL INNSBRUCK</b>						<b>118</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>15</b>	<b>23</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>52</b>	<b>43</b>	<b>43</b>
INVERNESS		HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	76	18	4	2	0	0	10	79	12	86
		HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	95	1	4	0	0	0	2	91	1	86
<b>TOTAL INVERNESS</b>						<b>168</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>8</b>	<b>8</b>
ISLAMABAD		GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22	0	22	56	0	0	64	0	85	9
		GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	0	13	0	0	12	67	14	9
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	9	0	0	11	0	33	56	0	0	71	0	82	9
		MANCHESTER	BRITISH AIRWAYS PLC	S	D	8	0	0	25	25	38	13	0	0	36	0	56	9
		HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	11	22	22	44	0	0	56	38	31	8

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Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ISLAMABAD	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	33	11	33	22	0	0	39	14	52	7
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	0	11	44	44	0	0	62	33	60	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	22	33	22	11	11	0	49	11	103	9
<b>TOTAL ISLAMABAD</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>14</b>	<b>27</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>61</b>	<b>61</b>
ISLAY	GLASGOW	LOGANAIR	S	A	26	2	0	81	12	4	4	0	0	3	87	6	30
	GLASGOW	LOGANAIR	S	D	25	1	0	68	4	12	16	0	0	25	70	13	23
<b>TOTAL ISLAY</b>					<b>51</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>9</b>	<b>9</b>
ISLE OF MAN	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	52	1	0	94	2	2	0	2	0	4	98	-1	49
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	52	0	0	96	0	2	0	2	0	6	94	3	49
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	25	0	1	92	4	4	0	0	0	85	7	27	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	27	0	0	89	0	7	0	4	0	12	78	9	27
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	85	0	0	69	18	9	4	0	0	13	86	6	85
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	84	0	1	74	13	11	2	0	0	9	92	-3	85
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	14	0	0	86	14	0	0	0	0	-1	100	-6	12
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	14	0	0	100	0	0	0	0	0	-4	100	-2	13
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	88	0	0	94	6	0	0	0	0	1	96	2	89
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	88	1	0	97	2	0	1	0	0	-3	98	-5	89
<b>TOTAL ISLE OF MAN</b>					<b>529</b>	<b>5</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>1</b>	<b>1</b>
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	66	15	16	3	0	0	12	73	3	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	74	13	11	2	0	0	12	84	6	62
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	3	0	0	67	33	0	0	0	0	5	0	36	1
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	3	0	0	67	33	0	0	0	0	4	0	36	1
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	10	0	0	40	10	20	30	0	0	39	22	34	9
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	10	0	0	50	0	30	10	10	0	42	44	30	9
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	4	0	0	25	0	75	0	0	0	38	0	0	0
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	4	0	0	50	0	50	0	0	0	23	0	0	0

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Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ISTANBUL	STANSTED	ISTANBUL HAVA YOLLARI	C	A	4	0	0	25	25	50	0	0	0	28	0	0	0
	STANSTED	ISTANBUL HAVA YOLLARI	C	D	4	0	0	25	25	50	0	0	0	28	0	0	0
	GATWICK	ONUR AIR	C	A	17	0	0	6	47	41	6	0	0	34	33	23	9
	GATWICK	ONUR AIR	C	D	17	0	0	41	35	6	18	0	0	27	33	22	9
	GATWICK	SUNWAYS	C	A	9	0	0	56	11	11	0	22	0	69	0	0	0
	GATWICK	SUNWAYS	C	D	9	0	0	56	11	11	0	22	0	70	0	0	0
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	58	0	0	43	28	26	3	0	0	23	40	18	48
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	58	0	0	72	16	9	3	0	0	10	94	0	48
<b>TOTAL ISTANBUL</b>					<b>332</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>19</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>10</b>	<b>10</b>
IZMIR (ADNAM MENDERES)	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	9	0	0	78	11	11	0	0	0	67	17	12	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	9	0	0	22	33	33	11	0	0	30	33	39	12
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>42</b>	<b>30</b>	<b>30</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	39	33	17	11	0	0	33	33	29	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	78	17	0	6	0	0	13	80	10	15
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>40</b>	<b>40</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	82	12	0	6	0	0	8	39	24	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	78	6	11	6	0	0	17	72	12	18
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	17	0	0	59	18	18	6	0	0	20	44	17	18
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	89	11	0	0	0	0	7	83	11	18
<b>TOTAL JEDDAH</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>16</b>	<b>16</b>
JERBA	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	0	48	40	17	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	20	80	6	5
<b>TOTAL JERBA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>60</b>	<b>11</b>	<b>11</b>
JEREZ	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	40	40	0	0	59	33	25	3
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	17	0	17	0	0	14	100	1	4
<b>TOTAL JEREZ</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>18</b>	<b>18</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>78</b>	<b>6</b>	<b>6</b>
JERSEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	82	7	7	3	0	0	9	80	9	122
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	93	2	4	1	0	0	3	90	9	121
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	32	0	0	84	9	3	3	0	0	6	88	5	34
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	32	0	0	94	3	0	3	0	0	0	88	3	34
	GATWICK	CITY FLYER EXPRESS	S	A	113	0	1	80	11	8	2	0	0	8	80	10	97
	GATWICK	CITY FLYER EXPRESS	S	D	113	0	1	81	13	4	3	0	0	7	67	11	98
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	A	55	0	0	95	2	4	0	0	0	-2	0	0	0
	BIRMINGHAM	JERSEY EUROPEAN AIRWAYS	S	D	54	0	0	91	6	4	0	0	0	7	0	0	0
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	A	95	0	1	83	6	4	5	1	0	12	96	-4	111
	GATWICK	JERSEY EUROPEAN AIRWAYS	S	D	119	0	1	78	7	6	8	2	0	18	95	5	110
	STANSTED	KLM UK LTD	S	A	23	0	0	78	9	4	4	0	4	23	79	7	24

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAR 1995			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
JERSEY	STANSTED	KLM UK LTD	S	D	23	0	0	52	39	0	9	0	0	18	67	29	24	
<b>TOTAL JERSEY</b>					<b>909</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>8</b>	
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	91	4	4	0	0	1	67	16	21		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	75	21	4	0	0	9	91	37	23		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	2	0	20	40	40	0	0	25	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	33	67	0	0	0	19	0	0	0		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	27	1	4	44	30	11	7	4	54	37	25	27		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	3	50	40	7	3	0	16	81	9	27		
<b>TOTAL JOHANNESBURG</b>					<b>115</b>	<b>3</b>	<b>7</b>	<b>60</b>	<b>28</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>68</b>	<b>22</b>	<b>22</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	0	0	37	16	32	16	0	0	38	28	47	18
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	19	0	0	63	21	16	0	0	0	16	33	35	18
<b>TOTAL KARACHI</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>41</b>	<b>41</b>
KATHMANDU	GATWICK	ROYAL NEPAL AIRLINES	S	A	10	0	0	20	30	20	30	0	0	42	0	99	9
	GATWICK	ROYAL NEPAL AIRLINES	S	D	10	0	0	30	40	30	0	0	0	21	22	68	9
<b>TOTAL KATHMANDU</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>35</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>11</b>	<b>83</b>	<b>83</b>
KEFLAVIK	GLASGOW	ICELANDAIR	S	A	9	0	0	78	11	0	11	0	0	9	88	3	8
	GLASGOW	ICELANDAIR	S	D	9	0	0	56	22	11	11	0	0	21	75	11	8
	HEATHROW	ICELANDAIR	S	A	31	0	0	65	19	13	3	0	0	13	65	11	23
	HEATHROW	ICELANDAIR	S	D	31	0	0	61	16	19	3	0	0	18	65	9	23
<b>TOTAL KEFLAVIK</b>					<b>81</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>9</b>	<b>9</b>
KERRY COUNTY	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	14	0	0	100	0	0	0	0	0	-4	100	-10	14
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	14	0	0	86	14	0	0	0	0	-15	100	-6	14
<b>TOTAL KERRY COUNTY</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>100</b>	<b>-7</b>	<b>-7</b>
KHARTOUM	HEATHROW	SUDAN AIRWAYS	S	A	10	0	0	30	20	30	20	0	0	37	33	67	9
	HEATHROW	SUDAN AIRWAYS	S	D	10	0	0	80	20	0	0	0	0	10	88	12	8
<b>TOTAL KHARTOUM</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>45</b>	<b>45</b>
KIEV (BORISPOL)	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	17	0	0	82	18	0	0	0	0	3	57	13	14
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	17	0	0	71	24	6	0	0	0	12	64	15	14
<b>TOTAL KIEV (BORISPOL)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>14</b>	<b>14</b>
KINGSTON	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	43	14	29	14	0	0	36	50	17	14

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					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)											
KINGSTON																	
<b>TOTAL KINGSTON</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>44</b>	<b>34</b>	<b>34</b>
KIRKWALL																	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	19	0	0	84	5	5	5	0	0	7	87	4	23
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	19	0	1	79	16	5	0	0	0	7	95	6	22
	GLASGOW	LOGANAIR	S	A	25	0	0	84	4	4	4	4	0	16	78	9	27
	GLASGOW	LOGANAIR	S	D	21	1	0	81	14	0	5	0	0	7	79	9	24
<b>TOTAL KIRKWALL</b>					<b>84</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>7</b>
KRAKOW																	
	HEATHROW	LOT-POLISH AIRLINES	S	A	5	0	0	80	20	0	0	0	0	1	80	-3	5
<b>TOTAL KRAKOW</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>-3</b>	<b>-3</b>
KRISTIANSAND (KJEVIK)																	
	GATWICK	MAERSK AIR	S	A	26	0	0	81	15	4	0	0	0	11	67	11	27
	GATWICK	MAERSK AIR	S	D	26	0	0	88	8	4	0	0	0	6	89	4	27
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>7</b>	<b>7</b>
KUALA LUMPUR (SEPANG)																	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	55	18	15	8	2	3	40	58	19	36
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	61	0	1	80	11	3	2	0	3	24	78	9	37
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>32</b>	<b>68</b>	<b>14</b>	<b>14</b>
KUWAIT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	95	0	5	0	0	0	-1	89	-8	19
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	86	9	5	0	0	0	4	84	9	19
	HEATHROW	KUWAIT AIRWAYS	S	A	32	0	0	50	25	22	3	0	0	18	61	20	33
	HEATHROW	KUWAIT AIRWAYS	S	D	30	1	0	47	23	10	20	0	0	27	85	13	33
<b>TOTAL KUWAIT</b>					<b>106</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>11</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	AVIACO	S	A	13	0	0	100	0	0	0	0	0	-4	0	0	0
	STANSTED	AVIACO	S	D	13	0	0	85	15	0	0	0	0	7	0	0	0
<b>TOTAL LA CORUNA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAGOS	GATWICK	ADC AIRLINES	C	D	2	0	2	50	0	0	50	0	0	27	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	2	55	14	10	14	7	0	38	66	15	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	3	27	23	27	17	7	0	50	55	36	31
	HEATHROW	NIGERIA AIRWAYS	S	A	9	0	4	0	0	22	22	33	22	303	14	202	7
	HEATHROW	NIGERIA AIRWAYS	S	D	8	1	5	13	0	25	63	0	0	68	0	239	5
<b>TOTAL LAGOS</b>					<b>78</b>	<b>1</b>	<b>16</b>	<b>33</b>	<b>14</b>	<b>19</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>76</b>	<b>51</b>	<b>58</b>	<b>58</b>
LARNACA	GATWICK	AIR 2000	S	A	5	0	3	60	40	0	0	0	0	7	50	10	4
	GATWICK	AIR 2000	S	D	5	0	3	40	40	0	20	0	0	29	75	13	4
	MANCHESTER	AIR 2000	S	A	5	0	0	20	60	20	0	0	0	17	0	0	0
	MANCHESTER	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	-5	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	2	3	0	50	50	0	0	0	0	4	25	212	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	2	0	100	0	0	0	0	0	5	67	35	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	1	50	0	50	0	0	0	1	0	39	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	7	75	16	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	85	12	3	0	0	0	-5	68	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	44	38	16	3	0	0	20	55	19	31
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	8	0	0	88	0	0	13	0	0	3	56	29	9
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	4	0	0	25	50	0	25	0	0	54	43	39	7
	GATWICK	CYPRUS AIRWAYS	S	A	12	0	0	33	8	50	0	8	0	45	54	15	13
	GATWICK	CYPRUS AIRWAYS	S	D	12	0	0	17	25	42	8	8	0	46	54	24	13
	HEATHROW	CYPRUS AIRWAYS	S	A	36	0	0	44	25	25	6	0	0	23	30	44	40
	HEATHROW	CYPRUS AIRWAYS	S	D	36	0	1	53	28	17	3	0	0	18	75	16	40
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	78	22	0	0	0	0	0	30	32	10
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	67	11	22	0	0	0	16	22	52	9

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LARNACA																	
	LUTON	MONARCH AIRLINES	C	A	6	0	0	67	17	0	17	0	0	15	0	0	0
	LUTON	MONARCH AIRLINES	C	D	6	0	0	83	0	0	17	0	0	16	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	40	0	0	28	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	11	44	11	11	0	54	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	11	0	0	20	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	1	0	25	63	13	0	0	45	0	51	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	0	0	44	0	0	47	100	6	6
<b>TOTAL LARNACA</b>					<b>280</b>	<b>5</b>	<b>9</b>	<b>54</b>	<b>21</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>30</b>	<b>30</b>
LAS PALMAS																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-13	100	-12	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-1	100	-8	4
	GATWICK	AIR 2000	C	A	13	0	0	69	23	8	0	0	0	8	50	15	8
	GATWICK	AIR 2000	C	D	13	0	0	85	15	0	0	0	0	9	88	3	8
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-16	100	9	4
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	AIR 2000	C	A	9	0	0	78	0	22	0	0	0	10	38	14	8
	MANCHESTER	AIR 2000	C	D	9	0	0	67	22	11	0	0	0	12	100	-4	8
	GATWICK	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	0	7	50	41	4
	GATWICK	AIR EUROPA	C	D	4	0	0	50	25	25	0	0	0	16	50	56	4
	GATWICK	BRITANNIA AB	C	A	3	0	0	33	33	33	0	0	0	24	0	0	0
	GATWICK	BRITANNIA AB	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	50	75	20	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	100	-3	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	38	25	25	0	0	33	11	29	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	10	78	11	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-2	25	48	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	25	48	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	25	20	43	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	20	43	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	1	0	67	11	22	0	0	0	10	33	34	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	1	0	56	33	11	0	0	0	14	44	29	9
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	20	75	6	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	50	15	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	50	0	0	50	0	0	73	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	57	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	0	40	0	0	26	33	23	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	58	100	-3	4
	GATWICK	MONARCH AIRLINES	C	A	6	0	2	50	0	33	17	0	0	28	0	50	4
	GATWICK	MONARCH AIRLINES	C	D	6	0	2	83	0	0	17	0	0	18	50	15	4
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-3	75	-11	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	5	100	-5	4
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	11	56	33	0	0	0	26	0	55	4
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	11	22	0	0	0	13	100	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	60	20	20	0	0	48	0	66	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	25	0	0	37	0	47	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	31	23	31	15	0	0	36	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	38	23	23	15	0	0	25	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	11	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	7	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	62	23	15	0	0	0	13	20	82	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	85	15	0	0	0	0	6	20	35	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	20	0	20	20	143	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	0	0	20	20	133	0	0	0
	GLASGOW	OASIS INTERNATIONAL	C	A	5	0	0	20	0	40	40	0	0	69	0	45	4
	GLASGOW	OASIS INTERNATIONAL	C	D	5	0	0	0	0	0	100	0	0	97	0	51	4
<b>TOTAL LAS PALMAS</b>					<b>291</b>	<b>5</b>	<b>5</b>	<b>58</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>57</b>	<b>19</b>	<b>19</b>
LAS VEGAS	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	0	0	50	50	0	0	75	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	3	0	0	33	0	33	33	0	0	54	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
LAS VEGAS	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	33	0	0	0
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	7	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	35	0	53	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	44	0	34	2
<b>TOTAL LAS VEGAS</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>17</b>	<b>26</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>45</b>	<b>45</b>
LEEDS BRADFORD	GLASGOW	BMI BRITISH MIDLAND	S	A	46	0	1	89	7	2	2	0	0	9	88	4	76
	GLASGOW	BMI BRITISH MIDLAND	S	D	45	0	2	89	7	2	2	0	0	3	86	19	76
	HEATHROW	BMI BRITISH MIDLAND	S	A	135	0	5	78	13	1	8	0	0	11	79	10	146
	HEATHROW	BMI BRITISH MIDLAND	S	D	138	0	2	88	5	4	2	0	0	5	83	6	145
	GATWICK	CITY FLYER EXPRESS	S	A	71	0	0	68	10	10	13	0	0	20	76	12	54
	GATWICK	CITY FLYER EXPRESS	S	D	69	1	0	81	9	6	4	0	0	8	81	12	52
<b>TOTAL LEEDS BRADFORD</b>					<b>504</b>	<b>1</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>10</b>
LEIPZIG	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	-3	81	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	82	12	3	3	0	0	10	84	9	31
	HEATHROW	LUFTHANSA	S	A	50	0	0	68	18	12	2	0	0	11	64	15	50
	HEATHROW	LUFTHANSA	S	D	26	0	0	85	8	4	4	0	0	6	85	4	27
<b>TOTAL LEIPZIG</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>10</b>	<b>10</b>
LILLE	STANSTED	PROTEUS AIR SYSTEM SA	S	A	19	0	2	100	0	0	0	0	0	1	27	39	22
	STANSTED	PROTEUS AIR SYSTEM SA	S	D	18	0	3	72	6	0	11	11	0	40	90	6	20
<b>TOTAL LILLE</b>					<b>37</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>18</b>	<b>18</b>
LILONGWE	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	50	50	0	0	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	50	50	0	0	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	1	0	0	100	0	0	0	0	22	75	6	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	1	0	100	0	0	0	0	0	1	25	18	4
<b>TOTAL LILONGWE</b>					<b>8</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>12</b>	<b>12</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LIMOGES																		
<b>TOTAL LIMOGES</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LISBON																		
	HEATHROW	AIR PORTUGAL	S	A	81	0	0	73	16	6	4	1	0	15	80	4	83	
	HEATHROW	AIR PORTUGAL	S	D	81	0	0	70	16	9	4	1	0	17	81	5	83	
	GATWICK	BRITANNIA AB	C	A	3	0	0	33	0	0	33	33	0	86	0	0	0	
	GATWICK	BRITANNIA AB	C	D	3	0	0	33	0	33	33	0	0	63	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	89	8	2	1	0	0	-2	81	4	94	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	63	28	8	1	0	0	13	80	8	94	
	GATWICK	SATA	C	A	9	0	0	44	22	22	11	0	0	27	0	0	0	
	GATWICK	SATA	C	D	9	0	0	67	0	33	0	0	0	21	0	0	0	
<b>TOTAL LISBON</b>					<b>374</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>5</b>	<b>5</b>	
LIVERPOOL																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	50	0	0	0	19	0	0	0	
<b>TOTAL LIVERPOOL</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>22</b>	<b>22</b>	
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	30	0	1	77	20	0	3	0	0	6	74	9	27	
	HEATHROW	ADRIA AIRWAYS	S	D	30	0	1	87	10	0	3	0	0	5	85	1	27	
<b>TOTAL LJUBLJANA</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>5</b>	<b>5</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	19	26	35	19	0	0	35	94	-7	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	74	16	3	6	0	0	11	100	0	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	63	20	12	5	0	0	12	89	-7	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	17	8	2	0	0	12	71	11	62	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	19	29	45	3	3	0	36	42	35	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	81	13	3	3	0	0	9	87	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	61	19	10	10	0	0	12	81	-5	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	55	19	10	16	0	0	28	77	11	31	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>306</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>5</b>	<b>5</b>	
LUSAKA																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LUSAKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	1	0	75	25	0	0	0	0	7	50	30	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	0	44	21	9	
<b>TOTAL LUSAKA</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>47</b>	<b>26</b>	<b>26</b>	
LUTON																		
	GLASGOW	GB AIRWAYS LTD	S	A	79	0	4	97	0	1	1	0	0	-1	0	0	0	
	GLASGOW	GB AIRWAYS LTD	S	D	79	0	4	92	3	4	0	1	0	4	0	0	0	
<b>TOTAL LUTON</b>					<b>158</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LUXEMBOURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	81	15	4	0	0	0	5	85	14	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	92	8	0	0	0	0	100	-3	27		
	HEATHROW	LUXAIR	S	A	57	0	0	56	26	16	2	0	17	64	14	58		
	HEATHROW	LUXAIR	S	D	57	0	0	89	5	4	2	0	0	97	-5	58		
	MANCHESTER	LUXAIR	S	A	21	0	0	81	10	5	5	0	5	40	22	5		
	MANCHESTER	LUXAIR	S	D	21	0	0	90	5	0	5	0	0	80	10	5		
	STANSTED	LUXAIR	S	A	26	0	0	85	8	8	0	0	9	81	11	27		
	STANSTED	LUXAIR	S	D	26	0	0	96	4	0	0	0	3	96	0	27		
<b>TOTAL LUXEMBOURG</b>					<b>260</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>6</b>	
LUXOR																		
	GATWICK	AIR 2000	C	A	5	0	0	0	40	20	40	0	0	51	0	36	5	
	GATWICK	AIR 2000	C	D	5	0	0	80	20	0	0	0	2	60	11	5		
	MANCHESTER	AIR 2000	C	A	5	0	0	20	0	40	40	0	0	53	0	0	0	
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	2	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	0	40	60	0	0	0	36	50	19	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	70	30	0	0	0	9	75	15	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	22	75	18	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	3	75	11	4		
	HEATHROW	EGYPT AIR	S	A	5	0	1	60	20	20	0	0	4	100	2	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LUXOR	HEATHROW	EGYPT AIR	S	D	5	0	1	40	0	40	20	0	0	37	100	-11	4
	GATWICK	EXCALIBUR AIRWAYS	C	A	9	0	0	0	0	33	67	0	0	72	50	13	10
	GATWICK	EXCALIBUR AIRWAYS	C	D	9	1	0	78	0	0	22	0	0	21	44	49	9
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	0	50	33	17	0	0	40	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL LUXOR</b>					<b>89</b>	<b>1</b>	<b>2</b>	<b>43</b>	<b>20</b>	<b>21</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>57</b>	<b>18</b>	<b>18</b>
LYON	GATWICK	AIR 2000	C	A	6	0	0	67	17	17	0	0	0	14	50	18	10
	GATWICK	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	4	20	22	10
	MANCHESTER	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-4	0	0	0
	HEATHROW	AIR FRANCE	S	A	80	1	0	61	19	20	0	0	0	14	66	15	64
	HEATHROW	AIR FRANCE	S	D	80	1	0	79	5	13	4	0	0	8	88	1	64
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	28	0	3	68	14	14	4	0	0	16	60	16	30
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	31	0	0	68	16	6	6	3	0	20	87	5	31
	MANCHESTER	AIR LITTORAL	S	A	35	0	4	80	14	3	3	0	0	7	74	9	39
	MANCHESTER	AIR LITTORAL	S	D	35	0	4	89	9	0	3	0	0	3	82	4	39
	GATWICK	AIR OPERATIONS EUROPE	C	A	2	0	1	50	50	0	0	0	0	7	0	123	1
	GATWICK	AIR OPERATIONS EUROPE	C	D	3	0	0	33	67	0	0	0	0	19	0	38	1
	GATWICK	BRITANNIA AB	C	A	4	0	0	0	0	100	0	0	0	40	0	0	0
	GATWICK	BRITANNIA AB	C	D	4	1	0	75	0	25	0	0	0	15	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	60	20	0	0	54	75	43	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	80	0	0	0	39	100	3	4
	GATWICK	BRITANNIA AIRWAYS	C	A	26	0	8	12	4	38	38	8	0	76	18	44	22
	GATWICK	BRITANNIA AIRWAYS	C	D	26	0	0	42	8	23	19	8	0	47	50	21	22
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	33	0	70	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	0	80	20	0	0	0	31	0	53	4
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	60	20	0	0	48	22	58	9

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAR 1995				
			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)											
LYON	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	11	56	28	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	0	20	60	20	0	0	50	15	42	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	70	10	10	10	0	0	24	62	14	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	64	23	12	1	0	0	13	55	17	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	83	13	3	1	0	0	6	90	1	89
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	13	13	13	63	0	0	84	29	97	7
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	25	0	13	63	0	0	77	71	36	7
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	0	0	40	60	0	0	92	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	0	20	20	60	0	0	88	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	31	0	0	61	16	13	10	0	0	16	81	4	31
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	31	0	0	77	6	0	16	0	0	18	87	5	31
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	-63	0	21	1
	GATWICK	EXCALIBUR AIRWAYS	C	A	5	0	0	40	0	0	60	0	0	77	20	66	5
	GATWICK	EXCALIBUR AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	33	60	33	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	0	0	0	43	29	29	0	0	57	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	71	0	0	29	0	0	27	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	0	40	0	0	52	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	3	2	2	33	0	0	67	0	0	86	0	0	0
	GATWICK	GB AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	10	0	0	0
	GATWICK	GB AIRWAYS LTD	C	D	5	0	0	20	20	60	0	0	0	34	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	0	60	40	0	0	0	28	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	20	60	20	0	0	0	24	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	19	0	1	11	5	42	42	0	0	67	0	70	16
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	24	38	19	19	0	0	33	31	34	16
	LUTON	MONARCH AIRLINES	C	A	5	0	0	0	20	80	0	0	0	43	0	0	0
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	0	80	20	0	0	58	0	68	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	80	0	20	0	0	34	75	13	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	40	40	20	0	114	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	20	20	0	88	0	0	0

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					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)											
LYON	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	40	40	0	0	67	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	20	40	0	0	47	0	0	0
<b>TOTAL LYON</b>					<b>833</b>	<b>5</b>	<b>24</b>	<b>58</b>	<b>15</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>17</b>	<b>17</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MAASTRICHT	GATWICK	B A S E BUSINESS AIRLINES	S	A	44	0	3	64	30	2	5	0	0	13	78	10	50
	GATWICK	B A S E BUSINESS AIRLINES	S	D	44	0	3	73	16	7	5	0	0	7	76	11	49
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	19	0	0	0
	STANSTED	KLM EXEL	S	A	72	0	1	81	10	4	4	1	0	15	84	12	77
	STANSTED	KLM EXEL	S	D	72	0	1	86	4	6	3	1	0	11	90	9	77
<b>TOTAL MAASTRICHT</b>					<b>235</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>9</b>	<b>9</b>
MADRAS/CHENNAI	HEATHROW	AIR INDIA	S	A	9	0	0	44	0	11	33	11	0	71	57	47	7
	HEATHROW	AIR INDIA	S	D	9	0	0	89	0	0	0	11	0	29	86	2	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-13	92	-15	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	15	31	15	0	0	32	77	13	13
<b>TOTAL MADRAS/CHENNAI</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>79</b>	<b>9</b>	<b>9</b>
MADRID	GATWICK	AIR EUROPA	S	A	26	0	0	58	23	4	8	4	4	45	0	0	0
	GATWICK	AIR EUROPA	S	D	26	0	0	62	15	4	15	0	4	34	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	3	67	21	8	3	1	0	13	90	5	93
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	92	0	1	65	16	13	4	1	0	16	92	5	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	1	65	19	14	2	0	0	13	67	12	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	94	0	0	55	33	12	0	0	0	14	56	17	93
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	85	8	4	4	0	0	2	93	5	27
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	88	4	8	0	0	0	2	93	4	27
	GATWICK	IBERIA	S	A	21	0	0	71	19	10	0	0	0	12	0	0	0
	GATWICK	IBERIA	S	D	21	0	0	76	10	14	0	0	0	8	0	0	0
	HEATHROW	IBERIA	S	A	150	0	0	79	17	2	2	0	0	7	83	4	151
	HEATHROW	IBERIA	S	D	150	0	0	89	6	4	1	0	0	2	97	-2	151
	MANCHESTER	IBERIA	S	A	21	0	2	95	5	0	0	0	0	-4	97	-5	31
	MANCHESTER	IBERIA	S	D	21	0	9	86	5	5	5	0	0	10	97	-3	31
	STANSTED	KLM UK LTD	S	A	31	0	0	77	13	3	6	0	0	4	100	-8	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MADRID	STANSTED	KLM UK LTD	S	D	31	0	0	68	10	16	6	0	0	20	100	3	6
	GATWICK	SPANAIR	C	A	9	0	0	33	33	22	11	0	0	30	89	0	9
	GATWICK	SPANAIR	C	D	9	0	0	67	11	11	11	0	0	18	100	1	9
<b>TOTAL MADRID</b>					<b>939</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>5</b>	<b>5</b>
MAHON	LUTON	MONARCH AIRLINES	S	A	5	1	0	40	60	0	0	0	0	15	100	-5	5
	LUTON	MONARCH AIRLINES	S	D	4	2	0	100	0	0	0	0	0	4	100	2	5
<b>TOTAL MAHON</b>					<b>12</b>	<b>5</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>1</b>	<b>1</b>
MALAGA	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	-1	0	0	0
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-2	0	0	0
	GATWICK	AIR 2000	C	A	10	0	0	40	20	20	10	10	0	42	30	19	10
	GATWICK	AIR 2000	C	D	10	0	0	70	10	0	20	0	0	27	70	11	10
	GLASGOW	AIR 2000	C	A	5	0	0	60	20	20	0	0	0	20	75	11	4
	GLASGOW	AIR 2000	C	D	5	0	0	20	20	20	20	0	20	261	100	5	4
	MANCHESTER	AIR 2000	C	A	14	0	1	29	36	14	14	7	0	51	56	18	9
	MANCHESTER	AIR 2000	C	D	15	0	0	67	20	0	7	7	0	31	100	2	9
	GATWICK	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	-21	0	0	0
	GATWICK	AIR EUROPA	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	GLASGOW	AIR EUROPA	C	A	8	0	0	63	25	13	0	0	0	4	0	94	2
	GLASGOW	AIR EUROPA	C	D	8	0	0	50	25	13	13	0	0	18	0	103	2
	GATWICK	AIR OPERATIONS EUROPE	C	A	12	0	1	8	25	42	25	0	0	52	0	36	3
	GATWICK	AIR OPERATIONS EUROPE	C	D	12	0	2	25	8	25	42	0	0	53	33	21	3
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	3	0	0	67	0	0	33	0	0	24	0	60	1
	MANCHESTER	AIR OPERATIONS EUROPE	C	D	3	0	0	0	67	0	33	0	0	47	0	0	0
	GATWICK	BRITANNIA AB	C	A	12	0	1	17	50	17	17	0	0	38	0	0	0
	GATWICK	BRITANNIA AB	C	D	11	0	0	55	27	0	18	0	0	30	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	22	0	0	0	21	22	22	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	33	0	0	0	0	12	78	12	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAR 1995			
			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)												
MALAGA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	1	0	38	38	25	0	0	44	17	32	12	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	14	83	9	12	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	56	44	0	0	0	0	15	50	17	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	7	25	31	4	
	LUTON	BRITANNIA AIRWAYS	C	A	9	1	0	56	11	22	11	0	0	27	33	35	9	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	11	11	0	0	18	78	8	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	19	0	0	74	11	16	0	0	0	10	41	34	17	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	19	0	0	84	11	5	0	0	0	5	72	13	18	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	18	60	16	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	100	2	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	63	0	0	30	41	16	11	2	0	29	62	15	63	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	63	0	0	43	33	14	8	2	0	25	78	10	63	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	10	0	0	100	0	0	0	0	0	-6	67	7	9	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	10	0	0	100	0	0	0	0	0	3	56	17	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	20	20	20	0	92	33	22	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	0	20	20	0	79	89	10	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	1	33	0	17	33	17	0	92	0	49	1	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	7	0	0	29	14	0	29	29	0	108	100	10	1	
	GATWICK	EXCALIBUR AIRWAYS	C	A	10	0	0	40	10	20	0	0	30	139	67	14	9	
	GATWICK	EXCALIBUR AIRWAYS	C	D	10	0	0	20	20	20	10	0	30	151	88	12	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	22	33	11	33	0	0	55	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	40	20	10	30	0	0	36	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	19	0	1	26	32	21	16	5	0	43	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	18	0	2	44	33	17	6	0	0	20	0	0	0	
	HEATHROW	IBERIA	S	A	31	0	0	68	13	16	3	0	0	16	0	0	0	
	HEATHROW	IBERIA	S	D	31	0	0	55	32	10	3	0	0	15	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	9	0	0	44	22	22	11	0	0	26	43	26	7	
	GATWICK	LEISURE INTERNATIONAL	C	D	8	0	0	63	13	13	13	0	0	23	71	18	7	
	STANSTED	LEISURE INTERNATIONAL	C	A	5	2	0	0	20	20	60	0	0	63	0	37	1	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 1995					
			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)											
MALAGA	STANSTED	LEISURE INTERNATIONAL	C	D	5	2	0	0	0	40	60	0	0	63	0	34	1
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	20	60	0	0	0	34	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	24	0	0	29	17	13	29	13	0	72	38	31	16
	GATWICK	MONARCH AIRLINES	C	D	24	0	0	58	4	0	33	4	0	54	71	23	17
	LUTON	MONARCH AIRLINES	S	A	14	0	0	71	29	0	0	0	0	7	46	17	13
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	3	0	0	0
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	LUTON	MONARCH AIRLINES	S	D	14	0	0	86	14	0	0	0	0	4	85	10	13
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	37	26	26	11	0	0	26	46	23	13
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	68	21	11	0	0	0	14	75	9	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	29	0	38	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	100	11	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	44	11	22	0	0	39	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	11	0	0	20	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	40	0	0	37	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	40	40	0	0	55	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	1	12	35	41	12	0	0	39	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	83	6	0	11	0	0	15	0	0	0
	GATWICK	VIVA	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0
	GATWICK	VIVA	C	D	4	0	0	75	0	25	0	0	0	20	0	0	0
<b>TOTAL MALAGA</b>					<b>815</b>	<b>10</b>	<b>11</b>	<b>50</b>	<b>22</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>60</b>	<b>27</b>	<b>27</b>
MALE INTERNATIONAL	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	52	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	48	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	1	50	62	2
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	10	0	37	2
<b>TOTAL MALE INTERNATIONAL</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>75</b>	<b>17</b>	<b>17</b>
MALMO																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MALMO																	
<b>TOTAL MALMO</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>100</b>	<b>-4</b>	<b>-4</b>
MALTA																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	0	50	0	0	63	50	18	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	0	25	25	0	74	75	2	4
	GATWICK	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	37	50	53	4
	GATWICK	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	27	50	54	4
	GLASGOW	AIR 2000	C	A	4	1	1	75	25	0	0	0	0	10	0	0	0
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-3	0	0	0
	MANCHESTER	AIR 2000	C	A	10	0	2	20	30	20	30	0	0	43	0	49	8
	MANCHESTER	AIR 2000	C	D	11	0	1	45	18	36	0	0	0	24	50	29	8
	BIRMINGHAM	AIR MALTA	S	A	4	0	0	75	0	25	0	0	0	8	0	0	0
	BIRMINGHAM	AIR MALTA	S	D	4	0	0	75	0	25	0	0	0	19	0	0	0
	GATWICK	AIR MALTA	C	A	7	0	0	86	0	0	14	0	0	8	60	24	5
	GATWICK	AIR MALTA	S	A	30	0	0	53	20	23	3	0	0	18	81	5	26
	GATWICK	AIR MALTA	C	D	7	0	0	86	0	0	14	0	0	5	60	25	5
	GATWICK	AIR MALTA	S	D	30	0	0	43	37	17	3	0	0	20	81	9	26
	GLASGOW	AIR MALTA	S	A	4	0	0	75	0	25	0	0	0	16	20	119	5
	GLASGOW	AIR MALTA	S	D	4	0	0	50	25	0	25	0	0	24	0	125	5
	HEATHROW	AIR MALTA	S	A	57	0	0	26	42	21	11	0	0	25	33	32	61
	HEATHROW	AIR MALTA	S	D	57	0	0	25	32	32	12	0	0	31	38	37	61
	MANCHESTER	AIR MALTA	S	A	7	0	0	71	0	14	14	0	0	30	25	23	4
	MANCHESTER	AIR MALTA	C	A	11	0	0	91	0	0	9	0	0	-5	67	36	18
	MANCHESTER	AIR MALTA	S	D	7	0	0	14	43	29	0	14	0	49	0	43	4
	MANCHESTER	AIR MALTA	C	D	11	0	0	91	0	0	9	0	0	8	42	43	19
	STANSTED	AIR MALTA	C	A	4	0	0	75	25	0	0	0	0	3	40	46	5
	STANSTED	AIR MALTA	C	D	4	0	0	50	50	0	0	0	0	13	50	21	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	20	20	44	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	80	16	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	33	0	0	11	78	33	65	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	6	80	31	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								MAR 1995						
			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)													
MALTA																			
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-20	0	65	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	10	75	8	4		
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	25	40	21	5		
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	24	80	18	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	22	0	0	0	21	56	24	9		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	8	89	10	9		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	1	50	25	25	0	0	0	15	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	0	40	40	0	0	42	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	0	20	144	0	146	1		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	75	25	0	0	0	0	10	0	135	1		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	26	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	25	0	0	0		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	0	25	319	0	0	0		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	0	25	317	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	33	0	0	0	21	0	101	1		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	11	0	0	0	9	0	59	1		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	18	0	0	0		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	19	0	0	0		
<b>TOTAL MALTA</b>					<b>418</b>	<b>1</b>	<b>6</b>	<b>51</b>	<b>22</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>49</b>	<b>32</b>	<b>32</b>		
MANCHESTER																			
	GATWICK	AIR 2000	S	A	4	0	0	100	0	0	0	0	0	6	0	0	0		
	GATWICK	AIR 2000	C	A	12	0	1	42	0	17	42	0	0	40	0	0	0		
	GATWICK	AIR 2000	C	D	14	1	0	14	29	21	36	0	0	44	0	0	0		
	GATWICK	AIR 2000	S	D	5	0	0	20	60	20	0	0	0	20	0	0	0		
	GLASGOW	AIR CANADA	S	A	20	1	2	40	20	20	20	0	0	37	83	6	12		
	GLASGOW	AIR CANADA	S	D	21	0	1	19	29	33	19	0	0	43	100	-12	12		
	GLASGOW	BMI REGIONAL	S	A	66	0	0	76	15	9	0	0	0	10	66	14	71		
	GLASGOW	BMI REGIONAL	S	D	65	1	1	97	2	2	0	0	0	-2	86	5	72		
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	85	15	0	0	0	0	9	100	5	4		
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	50	17	11	22	0	0	28	50	17	4		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					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)											
MANCHESTER																	
	LUTON	BRITANNIA AIRWAYS	C	A	4	2	1	75	0	0	25	0	0	29	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	4	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	0	2	76	11	8	5	1	0	13	89	2	161
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	2	80	7	7	5	0	0	11	90	4	162
	GLASGOW	BRITISH AIRWAYS PLC	S	A	87	0	2	89	2	8	1	0	0	5	78	11	115
	GLASGOW	BRITISH AIRWAYS PLC	S	D	88	0	1	89	5	5	2	0	0	5	91	4	117
	HEATHROW	BRITISH AIRWAYS PLC	S	A	300	10	1	79	14	5	2	0	0	9	82	9	308
	HEATHROW	BRITISH AIRWAYS PLC	S	D	301	9	0	85	9	5	1	0	0	7	89	2	308
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	62	0	5	92	3	3	2	0	0	3	88	2	66
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	65	0	2	89	3	3	3	2	0	9	88	8	67
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	20	0	40	0	0	61	100	-2	7
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	64	33	183	9
	LUTON	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	20	100	-6	4
	LUTON	CALEDONIAN AIRWAYS	C	D	5	0	0	20	20	40	20	0	0	43	50	36	4
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	28	0	22	4
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	5	0	1	60	0	0	40	0	0	27	25	42	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	12	88	10	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	1	14	69	7
<b>TOTAL MANCHESTER</b>					<b>1519</b>	<b>24</b>	<b>24</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>7</b>
MANILA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	67	17	11	6	0	0	8	71	15	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	50	22	17	11	0	0	25	80	11	15
	GATWICK	PHILIPPINE AIRLINES	S	A	11	1	6	0	0	27	45	27	0	108	8	134	13
	GATWICK	PHILIPPINE AIRLINES	S	D	12	1	5	25	33	8	17	8	8	84	46	87	13
<b>TOTAL MANILA</b>					<b>59</b>	<b>2</b>	<b>11</b>	<b>41</b>	<b>19</b>	<b>15</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>47</b>	<b>53</b>	<b>59</b>	<b>59</b>
MARRAKESH																	
	HEATHROW	GB AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	-5	63	9	8
	HEATHROW	GB AIRWAYS LTD	S	D	9	0	0	78	22	0	0	0	0	9	88	7	8

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					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)											
MARRAKESH																	
<b>TOTAL MARRAKESH</b>					<b>20</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>8</b>
MARSEILLE																	
	GATWICK	AIR FRANCE	S	A	16	0	0	38	25	25	13	0	0	27	100	9	2
	GATWICK	AIR FRANCE	S	D	16	0	0	50	25	25	0	0	0	17	50	12	2
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	63	0	0	68	17	10	3	2	0	17	82	7	68
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	63	0	0	63	13	17	6	0	0	21	87	8	68
<b>TOTAL MARSEILLE</b>					<b>161</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>6</b>	<b>6</b>
MAURITIUS																	
	HEATHROW	AIR MAURITIUS LTD	S	A	10	0	0	0	0	40	50	0	10	133	0	74	9
	HEATHROW	AIR MAURITIUS LTD	S	D	10	0	0	50	30	10	10	0	0	23	56	26	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	11	11	0	0	15	44	48	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	0	8	89	6	9
<b>TOTAL MAURITIUS</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>47</b>	<b>39</b>	<b>39</b>
MELBOURNE																	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	11	0	29	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	6	0	76	18	0	0	41	52	14	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	89	11	0	0	0	0	6	88	11	24
	HEATHROW	QANTAS	S	A	31	0	0	65	16	3	10	6	0	37	48	28	31
	HEATHROW	QANTAS	S	D	31	0	0	61	26	6	6	0	0	16	65	12	31
<b>TOTAL MELBOURNE</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>17</b>	<b>17</b>
MEXICO CITY																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	57	36	7	0	0	0	5	71	1	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	9	85	8	13
<b>TOTAL MEXICO CITY</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>4</b>	<b>4</b>
MIAMI INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	19	29	39	13	0	0	34	48	22	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	77	13	6	3	0	0	13	94	4	31

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					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
MIAMI INTERNATIONAL																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	52	17	7	7	10	7	81	80	-2	5
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	23	20	33	17	0	7	97	0	25	6
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	52	19	29	0	0	0	12	64	24	42
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	23	10	0	0	0	14	60	21	42
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	23	0	0	35	22	9	22	9	4	86	33	47	21
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	23	0	0	52	39	0	4	4	0	28	74	31	23
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>229</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>22</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>44</b>	<b>62</b>	<b>22</b>	<b>22</b>
MILAN (LINATE)																	
	HEATHROW	ALITALIA	S	A	186	0	0	63	26	6	4	0	0	14	58	18	183
	HEATHROW	ALITALIA	S	D	186	0	0	39	27	27	6	0	0	25	76	8	184
	GATWICK	BRITANNIA AB	C	A	7	1	1	29	0	0	29	14	29	213	0	0	0
	GATWICK	BRITANNIA AB	C	D	7	1	0	43	14	14	0	14	14	161	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	1	29	26	32	13	0	0	34	81	5	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	1	52	11	24	13	0	0	28	83	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	50	25	19	6	0	0	22	70	13	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	47	28	22	3	0	0	22	88	6	124
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	52	0	0	75	8	13	4	0	0	8	83	12	54
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	52	0	0	54	25	13	8	0	0	20	89	7	54
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	52	0	0	40	25	27	8	0	0	27	80	8	49
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	52	0	0	27	27	40	6	0	0	35	96	3	50
	STANSTED	KLM UK LTD	S	A	53	0	0	64	17	9	9	0	0	17	83	4	36
	STANSTED	KLM UK LTD	S	D	53	0	0	34	30	28	8	0	0	28	89	7	36
<b>TOTAL MILAN (LINATE)</b>					<b>1043</b>	<b>2</b>	<b>3</b>	<b>49</b>	<b>24</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>10</b>	<b>10</b>
MILAN (MALPENSA)																	
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	0	0	17	33	50	0	0	63	33	15	3
	GATWICK	LEISURE INTERNATIONAL	C	D	6	1	0	17	17	50	17	0	0	37	67	11	3
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	33	33	33	0	0	57	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	0	33	0	0	30	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																	
<b>TOTAL MILAN (MALPENSA)</b>					<b>22</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>14</b>	<b>32</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>63</b>	<b>13</b>	<b>13</b>
MINNEAPOLIS-ST PAUL																	
	GATWICK	NORTHWEST AIRLINES	S	A	29	1	2	41	28	14	10	7	0	44	84	2	31
	GATWICK	NORTHWEST AIRLINES	S	D	30	1	0	73	3	3	13	3	3	66	77	12	31
	MANCHESTER	NORTHWEST AIRLINES	S	A	2	0	0	0	0	0	100	0	0	129	0	0	0
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>61</b>	<b>2</b>	<b>2</b>	<b>56</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>58</b>	<b>81</b>	<b>7</b>	<b>7</b>
MINSK																	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	100	0	0	0	0	0	-6	100	-25	1
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	0	100	0	0	0	0	0	2	100	-1	1
<b>TOTAL MINSK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>100</b>	<b>-13</b>	<b>-13</b>
MOMBASA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	41	0	53	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	-2	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	60	50	29	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-5	100	-5	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	0	75	25	0	129	8	156	13
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	1	0	40	60	0	0	0	0	14	83	68	12
	HEATHROW	KENYA AIRWAYS	S	D	5	0	0	80	20	0	0	0	0	6	60	9	5
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	53	50	58	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	40	20	0	0	40	25	47	4
<b>TOTAL MOMBASA</b>					<b>41</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>10</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>51</b>	<b>71</b>	<b>71</b>
MONASTIR																	
	GATWICK	AIR 2000	C	A	9	0	1	0	11	22	56	11	0	91	0	50	8
	GATWICK	AIR 2000	C	D	10	0	0	0	0	40	60	0	0	92	50	30	8
	MANCHESTER	AIR 2000	C	A	5	0	0	0	0	20	80	0	0	96	50	27	4
	MANCHESTER	AIR 2000	C	D	5	0	0	20	20	0	60	0	0	87	50	23	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	12	40	18	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	4	5

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 1995					
			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)											
MONASTIR	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	60	0	20	0	73	11	32	9
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	67	17	0	0	17	0	43	56	14	9
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	4	50	26	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	1	100	0	0	0	0	0	0	50	3	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	10	22	24	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	22	0	0	0	13	89	5	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	2	2	67	0	33	0	0	0	5	0	25	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3	100	8	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	1	33	33	11	22	0	0	46	50	34	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	20	20	10	0	0	28	25	28	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	31	23	0	0	0	14	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	69	8	23	0	0	0	15	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	41	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	48	0	0	0
	BIRMINGHAM	NOUVELAIR TUNISIE	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	NOUVELAIR TUNISIE	C	D	5	0	0	60	20	20	0	0	0	21	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	A	3	0	0	0	0	0	100	0	0	80	100	2	4
	GATWICK	NOUVELAIR TUNISIE	C	D	3	0	0	0	0	0	100	0	0	78	0	0	0
	GLASGOW	NOUVELAIR TUNISIE	C	A	3	0	1	67	0	0	33	0	0	28	0	0	0
	GLASGOW	NOUVELAIR TUNISIE	C	D	3	0	1	33	33	0	33	0	0	43	0	0	0
<b>TOTAL MONASTIR</b>					<b>161</b>	<b>3</b>	<b>7</b>	<b>47</b>	<b>15</b>	<b>17</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>25</b>	<b>25</b>
MONTEGO BAY	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	38	23	15	23	0	0	43	8	58	13
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	0	0	25	50	25	0	145	25	39	4
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	45	50	22	4
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	3	1	1	33	0	0	67	0	0	95	0	62	4
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	4	1	0	50	25	0	25	0	0	38	100	0	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	50	25	25	204	0	71	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	0	60	20	0	88	50	13	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	0	25	0	63	0	54	4



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					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)												
MONTEGO BAY																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	20	20	0	71	100	4	4	
<b>TOTAL MONTEGO BAY</b>					<b>46</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>20</b>	<b>9</b>	<b>33</b>	<b>11</b>	<b>2</b>	<b>78</b>	<b>31</b>	<b>40</b>	<b>40</b>	
MONTPELLIER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	61	26	6	6	0	0	17	84	7	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	61	23	13	3	0	0	15	84	10	31	
<b>TOTAL MONTPELLIER</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>9</b>	<b>9</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	47	0	0	55	19	15	9	2	0	25	41	39	44	
	HEATHROW	AEROFLOT	S	D	45	0	0	67	13	9	7	2	2	34	67	26	43	
	STANSTED	AEROFLOT	C	A	2	1	0	50	0	0	0	50	0	103	0	0	0	
	STANSTED	AEROFLOT	C	D	2	1	0	0	50	50	0	0	0	37	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	65	6	26	3	0	0	17	60	4	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	71	13	10	6	0	0	16	80	8	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	0	6	0	0	-4	56	11	39	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	3	3	0	0	5	64	14	39	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>220</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>23</b>	<b>23</b>	
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	28	0	27	7	18	25	39	4	7	92	17	62	53	
	HEATHROW	AIR INDIA	S	D	26	0	28	12	31	31	23	4	0	52	57	24	53	
	MANCHESTER	AIR INDIA	S	A	9	0	0	11	11	33	33	11	0	93	0	0	0	
	MANCHESTER	AIR INDIA	S	D	9	0	0	56	11	22	0	11	0	47	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	22	17	56	6	0	0	32	78	2	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	50	22	22	6	0	0	20	89	-1	18	
<b>TOTAL MUMBAI</b>					<b>108</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>20</b>	<b>31</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>57</b>	<b>49</b>	<b>32</b>	<b>32</b>	
MUNICH																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	6	0	0	0	-9	94	-5	31	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MUNICH	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	3	0	0	0	5	84	6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	142	0	0	80	14	4	1	0	0	6	79	6	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	74	20	5	1	0	0	10	88	5	146
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	61	16	16	6	0	0	17	77	6	31
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	3	3	0	0	5	87	5	31
	GATWICK	DEUTSCHE BA	S	A	57	0	1	63	25	9	4	0	0	14	45	22	11
	GATWICK	DEUTSCHE BA	S	D	58	0	0	67	19	7	5	0	2	21	82	14	11
	STANSTED	KLM UK LTD	S	A	51	0	1	73	14	10	4	0	0	7	81	9	52
	STANSTED	KLM UK LTD	S	D	52	0	0	77	12	8	4	0	0	14	81	8	53
	HEATHROW	LUFTHANSA	S	A	132	0	0	78	16	3	3	0	0	2	63	11	135
	HEATHROW	LUFTHANSA	S	D	129	0	0	82	12	5	2	0	0	5	93	0	128
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	61	1	0	77	15	7	2	0	0	8	0	0	0
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	59	2	0	92	3	3	2	0	0	6	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	A	52	0	1	75	10	8	8	0	0	5	76	18	33
	MANCHESTER	LUFTHANSA CITY LINE	S	D	53	0	1	81	15	4	0	0	0	5	88	5	32
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-8	0	0	0
<b>TOTAL MUNICH</b>					<b>1115</b>	<b>4</b>	<b>4</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>7</b>	<b>7</b>
MURCIA SAN JAVIER	GATWICK	GB AIRWAYS LTD	S	A	10	0	1	50	40	10	0	0	0	15	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	11	0	0	64	27	9	0	0	0	15	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>					<b>25</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>14</b>	<b>14</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	10	16	3	3	0	25	84	-6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	29	6	3	3	0	21	84	5	31
	HEATHROW	GULF AIR	S	A	40	0	1	65	15	18	3	0	0	13	43	25	47
	HEATHROW	GULF AIR	S	D	42	0	0	86	7	2	5	0	0	7	87	3	45
<b>TOTAL MUSCAT</b>					<b>144</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>8</b>	<b>8</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
NAGOYA (AFB)	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-13	78	10	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	33	44	22	0	0	0	20	80	23	10
<b>TOTAL NAGOYA (AFB)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>17</b>	<b>17</b>
NAIROBI	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	1	50	0	0	50	0	0	60	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	0	25	50	0	0	66	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	1	0	0	0	75	25	0	0	46	50	24	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	6	0	0	33	67	0	0	0	19	56	20	9	
	HEATHROW	KENYA AIRWAYS	S	A	35	0	1	46	14	23	6	3	9	89	31	64	26
	HEATHROW	KENYA AIRWAYS	S	D	30	0	1	87	7	0	3	0	3	43	59	22	29
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	0	25	25	0	83	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	25	25	25	0	91	0	0	0
<b>TOTAL NAIROBI</b>					<b>89</b>	<b>1</b>	<b>3</b>	<b>55</b>	<b>12</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>65</b>	<b>47</b>	<b>37</b>	<b>37</b>
NANTES	GATWICK	BRIT AIR	S	A	61	0	1	66	30	3	2	0	0	12	74	9	62
	GATWICK	BRIT AIR	S	D	61	0	1	80	11	5	3	0	0	9	90	5	62
<b>TOTAL NANTES</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>8</b>
NAPLES	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	1	25	25	25	25	0	0	45	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	13	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	44	11	22	0	0	38	0	58	7
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	11	11	0	0	18	50	17	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	1	88	13	0	0	0	0	4	43	33	7
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	0	0	11	50	88	3	8
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	61	16	15	5	2	2	28	82	8	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	74	16	5	3	2	0	17	87	5	62
	LUTON	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	50	25	25	0	120	0	0	0
	LUTON	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	50	0	25	0	90	0	0	0

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Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
NAPLES	MANCHESTER	SABENA	S	D	25	0	1	76	16	4	0	4	0	15	73	15	26
<b>TOTAL NAPLES</b>					<b>203</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>74</b>	<b>12</b>	<b>12</b>
NASHVILLE METROPOLITAN																	
NASSAU	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	40	20	20	20	0	0	35	100	10	1
<b>TOTAL NASSAU</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>100</b>	<b>7</b>	<b>7</b>
NEW YORK (JF KENNEDY)	HEATHROW	AIR INDIA	S	A	18	0	13	17	22	44	11	6	0	50	58	15	31
	HEATHROW	AIR INDIA	S	D	20	0	11	5	10	25	55	5	0	84	19	64	31
	HEATHROW	AMERICAN AIRLINES	S	A	185	0	1	26	24	35	13	2	1	39	62	12	154
	HEATHROW	AMERICAN AIRLINES	S	D	183	0	0	83	8	6	3	0	0	8	94	3	154
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	1	43	27	23	7	0	0	22	90	-9	29
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	68	23	3	6	0	0	14	74	8	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	40	13	23	17	7	0	42	93	-1	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	1	63	23	7	3	3	0	22	77	11	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	1	3	55	17	14	12	2	1	29	81	8	178
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	1	77	13	6	4	0	0	11	85	6	181
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	1	0	58	23	13	3	3	0	17	96	-23	28
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	42	35	13	10	0	0	23	71	11	28
	HEATHROW	KUWAIT AIRWAYS	S	A	12	1	0	33	17	25	25	0	0	38	79	18	14
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	77	0	15	8	0	0	14	54	36	13
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	27	29	31	11	2	0	32	80	2	93
	HEATHROW	UNITED AIRLINES	S	D	61	1	0	89	8	3	0	0	0	3	89	4	95
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	31	17	33	10	9	0	47	57	9	53
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	60	26	7	7	0	0	19	83	8	52
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1207</b>	<b>4</b>	<b>32</b>	<b>56</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>79</b>	<b>7</b>	<b>7</b>
NEW YORK (NEWARK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	39	19	26	10	6	0	38	90	-10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	19	19	3	0	0	18	77	8	31

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
NEW YORK (NEWARK)																		
	GATWICK	CONTINENTAL AIRLINES	S	A	30	1	1	43	13	27	10	7	0	41	87	-2	31	
	GATWICK	CONTINENTAL AIRLINES	S	D	31	0	0	68	10	6	16	0	0	27	71	18	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	33	0	0	36	18	27	15	3	0	38	0	0	0	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	90	3	6	0	0	0	7	0	0	0	
	STANSTED	EL AL	S	A	11	0	3	45	9	27	18	0	0	20	0	0	0	
	STANSTED	EL AL	S	D	13	0	1	38	15	31	15	0	0	32	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	0	0	33	33	0	121	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	0	0	17	17	0	55	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	35	13	32	16	3	0	45	58	22	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	84	10	0	6	0	0	9	94	2	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	48	16	19	13	3	0	29	65	10	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	10	10	0	0	0	10	90	5	31	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>344</b>	<b>1</b>	<b>5</b>	<b>57</b>	<b>13</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>78</b>	<b>7</b>	<b>7</b>	
NEWCASTLE																		
	LUTON	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-11	0	0	0	
	LUTON	AIR 2000	C	D	3	0	1	67	0	33	0	0	0	21	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	21	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	166	0	0	86	9	4	1	0	0	3	84	6	170	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	0	93	5	1	1	0	0	2	91	2	170	
	GATWICK	CITY FLYER EXPRESS	S	A	128	0	2	67	18	10	3	2	0	15	69	12	88	
	GATWICK	CITY FLYER EXPRESS	S	D	129	0	1	82	9	5	5	0	0	9	78	9	88	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	81	0	3	85	5	6	4	0	0	3	94	-3	90	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	80	0	4	93	3	3	3	0	0	6	96	4	90	
	MANCHESTER	GILL AIRWAYS	S	A	66	0	2	80	15	2	3	0	0	10	46	25	50	
	MANCHESTER	GILL AIRWAYS	S	D	65	0	3	91	3	2	3	2	0	5	86	1	49	
	STANSTED	KLM UK LTD	S	A	61	0	2	93	0	2	2	3	0	5	87	7	68	
	STANSTED	KLM UK LTD	S	D	61	0	2	92	2	3	0	3	0	12	84	10	68	
<b>TOTAL NEWCASTLE</b>					<b>1024</b>	<b>0</b>	<b>20</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>6</b>	<b>6</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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Origin / Destinations: N

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
NEWQUAY	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	68	0	1	82	12	4	1	0	0	4	82	8	73
<b>TOTAL NEWQUAY</b>					<b>68</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>8</b>
NICE	HEATHROW	AIR FRANCE	S	A	29	0	0	34	45	17	3	0	0	23	68	15	37
	HEATHROW	AIR FRANCE	S	D	29	0	0	62	21	14	3	0	0	15	95	0	37
	HEATHROW	BMI BRITISH MIDLAND	S	A	53	0	0	68	19	11	2	0	0	14	67	12	55
	HEATHROW	BMI BRITISH MIDLAND	S	D	53	0	0	72	15	6	8	0	0	11	87	3	54
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	17	0	2	53	24	12	12	0	0	23	65	16	17
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	17	0	2	53	24	6	18	0	0	23	82	9	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	63	19	14	3	0	0	14	70	13	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	71	17	10	2	0	0	13	77	8	93
	STANSTED	KLM UK LTD	S	A	23	0	0	74	17	4	4	0	0	4	75	18	24
	STANSTED	KLM UK LTD	S	D	23	0	0	65	17	13	4	0	0	14	63	22	24
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	-2	100	-10	1
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	5	100	3	1
<b>TOTAL NICE</b>					<b>446</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>11</b>	<b>11</b>
NUREMBERG	HEATHROW	LUFTHANSA	S	A	61	0	0	82	10	3	5	0	0	5	76	11	62
	HEATHROW	LUFTHANSA	S	D	61	0	0	87	8	2	3	0	0	3	85	4	62
<b>TOTAL NUREMBERG</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>8</b>	<b>8</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	31	0	0	90	10	0	0	0	0	4	84	3	31
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	90	10	0	0	0	0	-2	97	3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	0	81	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	19	6	0	0	10	90	6	31	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>5</b>
ORAN ES SENIA																	
	GATWICK	AIR ALGERIE	C	A	8	0	0	100	0	0	0	0	0	-11	0	0	0
	GATWICK	AIR ALGERIE	C	D	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL ORAN ES SENIA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>
ORLANDO																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	31	25	33	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	15	60	25	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	4	14	86	0	0	0	19	25	73	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	60	20	10	10	0	20	60	47	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	33	6	17	22	22	0	91	65	18	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	32	16	16	21	16	0	76	65	13	17
	BIRMINGHAM	LEISURE INTL AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	46	0	0	0
	BIRMINGHAM	LEISURE INTL AIRWAYS LTD	C	D	3	0	0	33	0	33	33	0	0	77	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	11	0	0	36	9	18	27	9	0	68	0	72	8
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	12	0	0	67	17	17	0	0	15	20	45	10	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	12	1	2	42	25	17	8	8	0	36	40	26	10
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	13	0	2	77	8	0	15	0	0	25	64	17	11
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	7	80	9	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	2	60	20	20	0	0	0	17	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	86	14	0	0	0	0	6	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	17	33	17	33	0	0	42	20	32	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	29	0	0	0	0	14	83	10	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	1	1	75	25	0	0	0	0	-6	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MY TRAVEL AIRWAYS UK	C	A	13	0	0	38	38	15	8	0	0	23	67	33	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	62	15	8	15	0	0	20	75	12	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	3	3	29	7	21	36	4	4	95	29	50	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	0	70	3	13	13	0	0	25	58	42	31
<b>TOTAL ORLANDO</b>					<b>238</b>	<b>12</b>	<b>18</b>	<b>50</b>	<b>16</b>	<b>13</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>32</b>	<b>32</b>
OSAKA (KANSAI)																	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	9	0	0	67	22	11	0	0	0	1	0	0	0
	HEATHROW	ALL NIPPON AIRWAYS	S	D	9	0	0	78	22	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	1	2	100	0	0	0	0	0	-16	80	119	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	0	9	78	17	9
	HEATHROW	JAPAN AIRLINES	S	A	22	0	0	64	23	14	0	0	0	-3	69	6	16
	HEATHROW	JAPAN AIRLINES	S	D	22	0	0	82	14	5	0	0	0	8	88	4	16
<b>TOTAL OSAKA (KANSAI)</b>					<b>88</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>29</b>	<b>29</b>
OSLO (FORNEBU)																	
	GATWICK	BRAATHENS ASA	S	A	40	0	0	90	3	8	0	0	0	2	92	-4	39
	GATWICK	BRAATHENS ASA	S	D	40	0	0	98	3	0	0	0	0	0	87	3	39
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	25	0	1	92	4	4	0	0	0	-2	78	3	27
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	77	4	15	4	0	0	12	59	18	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	89	7	4	0	0	0	2	78	7	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	85	8	7	0	0	0	7	84	6	89
	HEATHROW	SAS	S	A	119	0	0	76	12	8	4	0	0	10	72	10	120
	HEATHROW	SAS	S	D	113	1	0	86	6	4	4	0	0	7	87	4	116
	MANCHESTER	SAS	S	D	21	0	0	90	5	5	0	0	0	5	0	0	0
<b>TOTAL OSLO (FORNEBU)</b>					<b>562</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>6</b>	<b>6</b>
OSLO (GARDERMOEN)																	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	0	0	100	0	0	0	49	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	38	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>100</b>	<b>-15</b>	<b>-15</b>



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
OSTEND																		
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	31	0	0	32	26	32	10	0	0	29	48	20	31	
	HEATHROW	AIR CANADA	S	D	31	0	1	45	29	13	13	0	0	26	65	19	31	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>27</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>20</b>	<b>20</b>	
OVDA																		
	GATWICK	AIR 2000	C	A	9	0	0	0	67	22	11	0	0	34	100	0	5	
	GATWICK	AIR 2000	C	D	9	0	0	78	11	11	0	0	0	12	100	-4	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	20	50	25	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	50	16	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	25	18	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	8	4	
	HEATHROW	EL AL	S	A	8	0	0	88	13	0	0	0	0	-3	78	1	9	
	HEATHROW	EL AL	S	D	8	0	0	63	25	13	0	0	0	5	100	0	9	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	20	20	40	0	0	55	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	0	20	40	0	0	43	0	0	0	
<b>TOTAL OVDA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PADERBORN	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	31	0	0	81	13	0	6	0	0	8	45	23	31
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	31	0	0	87	6	0	6	0	0	5	84	6	31
<b>TOTAL PADERBORN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>14</b>	<b>14</b>
PALERMO	LUTON	EXCEL AIRWAYS LTD	C	A	5	0	0	20	0	0	60	20	0	119	0	0	0
	LUTON	EXCEL AIRWAYS LTD	C	D	5	0	0	0	20	0	60	20	0	124	0	0	0
<b>TOTAL PALERMO</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>166</b>	<b>43</b>	<b>20</b>	<b>20</b>
PALMA DE MALLORCA	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	6	75	-8	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	14	80	1	5
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	5	80	7	5
	GATWICK	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	12	83	4	6
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	31	60	17	5
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	20	40	20	5
	MANCHESTER	AIR 2000	C	A	5	0	0	20	60	0	20	0	0	38	100	-10	4
	MANCHESTER	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	23	50	13	4
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	48	19	29	3	0	0	21	71	4	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	65	16	19	0	0	0	12	100	-1	31
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	33	44	22	0	0	0	22	22	69	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	7	56	64	9
	GATWICK	BRITANNIA AIRWAYS	C	A	14	0	0	21	43	21	14	0	0	34	38	25	13
	GATWICK	BRITANNIA AIRWAYS	C	D	15	0	0	60	7	20	13	0	0	29	71	14	14
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	1	89	11	0	0	0	0	3	25	43	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	10	0	0	80	10	0	10	0	0	11	100	5	4
	LUTON	BRITANNIA AIRWAYS	C	A	7	1	0	29	57	0	14	0	0	40	0	105	4
	LUTON	BRITANNIA AIRWAYS	C	D	9	1	0	78	11	0	11	0	0	16	100	7	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	1	76	6	0	18	0	0	23	29	27	14
	MANCHESTER	BRITANNIA AIRWAYS	C	D	20	0	0	75	10	10	5	0	0	13	86	9	14
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	27	25	23	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995			
							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
PALMA DE MALLORCA	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	0	75	25	0	0	0	24	50	17	4	
	GATWICK	CENTENNIAL AIRLINES	S	A	13	0	0	46	15	15	15	8	0	44	0	0	0	
	GATWICK	CENTENNIAL AIRLINES	S	D	13	0	0	31	23	23	15	8	0	53	0	0	0	
	MANCHESTER	CENTENNIAL AIRLINES	S	A	5	0	1	20	40	40	0	0	0	28	0	0	0	
	MANCHESTER	CENTENNIAL AIRLINES	S	D	5	0	1	40	20	0	40	0	0	38	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	26	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	59	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	38	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	63	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	0	100	0	0	108	33	9	3	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	50	50	0	0	78	50	24	4	
	LUTON	MONARCH AIRLINES	S	A	3	0	0	0	67	33	0	0	0	30	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	3	0	1	0	67	33	0	0	0	29	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	1	0	75	0	0	25	0	0	16	0	133	1	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	24	0	119	1	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	1	1	44	44	11	0	0	0	13	0	45	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	10	0	0	0	0	3	100	7	2	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	7	0	0	86	14	0	0	0	0	-10	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	0	14	0	0	0	8	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	22	1	2	73	14	9	5	0	0	7	50	36	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	24	0	1	83	13	0	4	0	0	8	100	3	2	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	0	1	100	0	0	0	0	0	-2	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	SPANAIR	C	A	3	0	0	67	33	0	0	0	0	14	0	0	0	
	BIRMINGHAM	SPANAIR	C	D	3	0	0	33	67	0	0	0	0	19	0	0	0	
	HEATHROW	VIVA	S	A	21	0	0	48	43	10	0	0	0	14	71	11	31	
	HEATHROW	VIVA	S	D	21	0	0	86	10	5	0	0	0	3	81	6	31	
<b>TOTAL PALMA DE MALLORCA</b>					<b>432</b>	<b>7</b>	<b>10</b>	<b>60</b>	<b>19</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>16</b>	<b>16</b>	
PAPHOS	BIRMINGHAM	AIR 2000	S	A	4	0	0	75	25	0	0	0	0	1	100	-16	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
PAPHOS																		
	BIRMINGHAM	AIR 2000	S	D	4	0	0	75	25	0	0	0	0	6	100	-4	5	
	GATWICK	AIR 2000	S	A	17	1	0	47	24	12	18	0	0	30	50	25	10	
	GATWICK	AIR 2000	S	D	18	0	0	72	6	17	6	0	0	20	80	11	10	
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	61	40	19	5	
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	13	100	1	5	
	LUTON	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	35	80	-1	5	
	LUTON	AIR 2000	C	D	4	0	1	75	25	0	0	0	0	8	100	1	5	
	MANCHESTER	AIR 2000	S	A	8	0	0	63	0	38	0	0	0	17	0	0	0	
	MANCHESTER	AIR 2000	S	D	8	0	0	75	25	0	0	0	0	3	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	67	16	6	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	71	6	7	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	1	50	0	50	0	0	0	33	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	27	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	0	11	11	0	48	50	26	10	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	11	11	0	52	73	10	11	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	0	33	0	0	27	45	37	11	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	70	0	0	30	0	0	33	64	22	11	
	LUTON	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	60	20	0	0	53	50	44	4	
	LUTON	CALEDONIAN AIRWAYS	C	D	5	0	0	20	40	20	20	0	0	40	25	19	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	40	20	0	0	40	50	31	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	18	100	-2	4	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	4	0	0	100	0	0	0	0	0	4	33	54	3	
	GATWICK	CYPRUS AIRWAYS	S	A	4	0	0	50	0	50	0	0	0	25	60	21	5	
	GATWICK	CYPRUS AIRWAYS	S	D	4	0	0	50	0	25	25	0	0	28	80	23	5	
	HEATHROW	CYPRUS AIRWAYS	S	A	8	0	0	38	38	25	0	0	0	18	43	23	7	
	HEATHROW	CYPRUS AIRWAYS	S	D	8	0	0	13	63	25	0	0	0	27	43	23	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	75	38	57	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	62	44	43	9	
<b>TOTAL PAPHOS</b>					<b>182</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>62</b>	<b>21</b>	<b>21</b>	

PARIS (CHARLES DE GAULLE)

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	76	0	0	89	7	1	3	0	0	7	92	4	77
	BIRMINGHAM	AIR FRANCE	S	D	75	0	0	92	7	0	1	0	0	4	92	4	77
	HEATHROW	AIR FRANCE	S	A	266	1	0	77	18	4	1	0	0	8	71	11	264
	HEATHROW	AIR FRANCE	S	D	268	0	0	92	6	2	0	0	0	0	93	-1	264
	MANCHESTER	AIR FRANCE	S	A	102	0	0	88	9	2	1	0	0	6	85	4	104
	MANCHESTER	AIR FRANCE	S	D	102	0	0	95	3	2	0	0	0	-1	89	4	104
	GLASGOW	BMI BRITISH MIDLAND	S	A	26	0	1	92	0	4	4	0	0	6	90	10	50
	GLASGOW	BMI BRITISH MIDLAND	S	D	47	0	1	94	2	0	4	0	0	6	86	11	50
	HEATHROW	BMI BRITISH MIDLAND	S	A	252	0	0	83	12	4	2	0	0	6	85	7	265
	HEATHROW	BMI BRITISH MIDLAND	S	D	252	0	0	91	4	3	2	0	0	4	91	2	265
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	169	0	1	73	16	5	5	1	0	16	90	2	174
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	169	0	1	80	10	7	3	0	0	9	90	5	173
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	159	0	2	89	5	3	3	1	0	6	90	3	165
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	159	0	2	91	4	3	2	0	0	6	87	8	166
	GLASGOW	BRITISH AIRWAYS PLC	S	A	22	0	0	73	14	14	0	0	0	14	71	11	49
	GLASGOW	BRITISH AIRWAYS PLC	S	D	20	0	1	85	5	10	0	0	0	8	80	11	50
	HEATHROW	BRITISH AIRWAYS PLC	S	A	243	0	0	81	11	5	2	0	0	8	85	3	243
	HEATHROW	BRITISH AIRWAYS PLC	S	D	243	0	0	87	9	3	1	0	0	6	93	0	243
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	135	0	0	93	4	3	0	0	0	0	88	3	139
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	135	0	0	85	11	3	1	0	0	4	86	3	139
	GATWICK	CAMEROON AIRLINES	S	A	4	0	1	75	0	25	0	0	0	16	0	0	0
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	25	25	25	25	0	0	35	0	0	0
	STANSTED	KLM UK LTD	S	A	110	0	0	94	3	2	2	0	0	2	0	0	0
	STANSTED	KLM UK LTD	S	D	110	0	0	87	8	2	3	0	0	9	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	67	0	0	0	30	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0
	LUTON	SCOT AIRWAYS	S	A	73	0	0	99	0	0	1	0	0	-4	0	0	0
	LUTON	SCOT AIRWAYS	S	D	71	2	0	99	0	1	0	0	0	-3	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3301</b>	<b>4</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>4</b>	<b>4</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PARIS (LE BOURGET)																	
<b>TOTAL PARIS (LE BOURGET)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>50</b>	<b>50</b>
PARIS (ORLY)																	
	HEATHROW	AIR FRANCE	S	A	110	0	0	78	15	4	3	0	0	9	82	6	119
	HEATHROW	AIR FRANCE	S	D	109	0	0	90	5	4	2	0	0	5	94	-1	119
	HEATHROW	AIR INTER EUROPE	S	A	3	0	0	67	33	0	0	0	0	9	0	0	0
	HEATHROW	AIR INTER EUROPE	S	D	3	0	0	67	33	0	0	0	0	8	0	0	0
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	91	0	1	77	10	13	0	0	0	9	79	8	92
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	91	0	2	88	4	7	1	0	0	5	96	-1	92
	HEATHROW	BMI BRITISH MIDLAND	S	A	28	0	0	96	4	0	0	0	0	-3	79	6	120
	HEATHROW	BMI BRITISH MIDLAND	S	D	27	0	0	81	11	7	0	0	0	4	84	4	120
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	1	95	4	2	0	0	0	1	83	2	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	91	5	4	0	0	0	3	90	3	58
<b>TOTAL PARIS (ORLY)</b>					<b>577</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>6</b>	<b>6</b>
PERTH (AUSTRALIA)																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	100	0	0	119	50	14	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	10	13	3	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	16	23	0	0	0	16	0	0	0
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>10</b>	<b>10</b>
PHILADELPHIA INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	2	1	52	17	21	10	0	0	22	77	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	1	0	52	39	3	6	0	0	20	65	18	31
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>60</b>	<b>3</b>	<b>1</b>	<b>52</b>	<b>28</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>5</b>	<b>5</b>
PHUKET																	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-27	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-21	0	0	0
<b>TOTAL PHUKET</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-14</b>	<b>40</b>	<b>49</b>	<b>49</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
PISA																		
	GATWICK	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	5	25	29	4	
	GATWICK	AIR 2000	C	D	3	0	0	67	0	33	0	0	0	16	50	22	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	10	19	3	0	0	15	39	23	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	19	6	0	0	0	12	84	5	31	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	8	0	0	63	38	0	0	0	0	12	44	33	9	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	6	0	0	83	17	0	0	0	0	0	80	3	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	33	0	0	33	33	0	97	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	50	25	0	0	0	24	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	33	33	33	0	0	0	25	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	9	73	9	9	0	0	29	22	23	9	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	50	0	10	40	0	0	35	38	28	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	22	0	11	0	41	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	10	30	0	10	0	41	0	0	0	
<b>TOTAL PISA</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>54</b>	<b>18</b>	<b>18</b>	
PITTSBURGH																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	28	14	48	7	3	0	37	61	10	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	1	73	10	17	0	0	0	14	87	4	30	
<b>TOTAL PITTSBURGH</b>					<b>59</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>12</b>	<b>32</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>8</b>	<b>8</b>	
PLOVDIV																		
	GATWICK	AIR 2000	C	A	3	0	0	0	0	0	100	0	0	133	50	11	2	
	GATWICK	AIR 2000	C	D	2	0	1	0	0	0	100	0	0	106	0	35	2	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	0	60	0	0	20	20	0	49	0	0	0	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	5	0	0	60	0	0	20	20	0	66	0	0	0	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	3	100	0	0	0	0	0	-9	0	0	0	
	MANCHESTER	BALKAN BULGARIAN AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-19	0	0	0	
	MANCHESTER	BALKAN BULGARIAN AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-2	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	-1	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	1	100	0	0	0	0	0	-5	0	0	0	
<b>TOTAL PLOVDIV</b>					<b>27</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>41</b>	<b>65</b>	<b>16</b>	<b>16</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
PLYMOUTH	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	109	0	1	58	23	14	6	0	0	18	65	20	112
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	41	0	0	80	10	5	5	0	0	7	77	6	39
<b>TOTAL PLYMOUTH</b>					<b>150</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>16</b>	<b>16</b>
PONTOISE	GATWICK	AIGLE AZUR	S	A	44	0	2	77	23	0	0	0	0	9	90	8	50
	GATWICK	AIGLE AZUR	S	D	43	0	3	98	2	0	0	0	0	-2	92	2	49
<b>TOTAL PONTOISE</b>					<b>87</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>5</b>	<b>5</b>
PORLAMAR	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	-5	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORT HARCOURT																	
PORT OF SPAIN	HEATHROW	BWIA	S	A	31	0	0	45	26	23	6	0	0	18	78	3	27
	HEATHROW	BWIA	S	D	30	1	1	47	27	13	13	0	0	24	74	15	27
<b>TOTAL PORT OF SPAIN</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>46</b>	<b>26</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>10</b>	<b>10</b>
PRAGUE	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	100	0	0	0	0	0	-8	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	90	3	6	0	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	15	0	2	0	0	3	82	-1	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	13	2	0	0	0	6	76	6	62
	HEATHROW	CSA	S	A	61	0	1	69	20	7	5	0	0	14	47	21	58
	HEATHROW	CSA	S	D	61	0	1	92	7	2	0	0	0	-2	91	0	58
	MANCHESTER	CSA	S	A	9	0	0	100	0	0	0	0	0	-2	89	3	9
	MANCHESTER	CSA	S	D	9	0	0	100	0	0	0	0	0	5	89	7	9



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
PRAGUE																	
<b>TOTAL PRAGUE</b>					<b>328</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>6</b>	<b>6</b>
PRESTWICK																	
	STANSTED	RYANAIR	S	A	111	1	12	80	9	3	8	0	0	13	0	0	0
	STANSTED	RYANAIR	S	D	111	2	13	80	5	5	8	0	1	27	0	0	0
<b>TOTAL PRESTWICK</b>					<b>222</b>	<b>3</b>	<b>25</b>	<b>80</b>	<b>7</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
PREVEZA																	
<b>TOTAL PREVEZA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUERTO PLATA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	20	69	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	21	75	12	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	6	25	69	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	17	69	6
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	73	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	34	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-42	100	-44	2
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	100	-1	2
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-29	100	-30	3
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	-2	50	30	2
<b>TOTAL PUERTO PLATA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>30</b>	<b>30</b>
PUERTO VALLARTA																	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	94	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	84	0	0	0
<b>TOTAL PUERTO VALLARTA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995					
					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)												
RABAT																		
RALEIGH																		
	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	32	32	29	6	0	0	23	53	17	30	
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	100	0	0	0	0	0	94	0	31		
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>9</b>	<b>9</b>		
REIMS																		
RENNES																		
	GATWICK	BRIT AIR	S	A	51	0	1	84	10	0	6	0	11	91	4	54		
	GATWICK	BRIT AIR	S	D	51	0	1	90	4	2	4	0	7	94	2	54		
<b>TOTAL RENNES</b>					<b>102</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>3</b>	<b>3</b>		
RHODES																		
RIGA																		
	GATWICK	AIR BALTIC CORPORATION SIA	S	A	14	1	3	86	14	0	0	0	-4	0	0	0		
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	14	1	3	93	7	0	0	0	2	0	0	0		
	GATWICK	RIGA AIRLINES EXPRESS	S	A	31	0	0	55	10	16	19	0	26	33	113	18		
	GATWICK	RIGA AIRLINES EXPRESS	S	D	31	0	0	68	3	23	6	0	21	33	106	18		
<b>TOTAL RIGA</b>					<b>90</b>	<b>2</b>	<b>6</b>	<b>70</b>	<b>8</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>49</b>	<b>49</b>		
RIMINI																		
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	33	33	0	0	22	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	9	0	0	0		
<b>TOTAL RIMINI</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>		
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	VARIG	S	A	10	0	0	70	30	0	0	0	9	10	71	10		
	HEATHROW	VARIG	S	D	10	0	0	50	30	10	10	0	19	44	25	9		
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>26</b>	<b>49</b>	<b>49</b>		
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	-10	27	19	11		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	4	50	12	10		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	56	44	0	0	0	10	60	5	5		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RIYADH	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	7	0	0	86	14	0	0	0	0	7	80	6	5
<b>TOTAL RIYADH</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>13</b>	<b>13</b>
ROME (CIAMPINO)	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	9	0	0	44	33	22	0	0	0	18	44	26	9
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	3	89	8	9
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	33	33	0	33	0	0	31	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	0	33	0	67	0	0	52	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	7	13	53	27	0	0	57	20	85	5
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	47	13	13	27	0	0	41	40	75	5
<b>TOTAL ROME (CIAMPINO)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>18</b>	<b>19</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>63</b>	<b>25</b>	<b>25</b>
ROME (FIUMICINO)	HEATHROW	AIR FRANCE	S	A	23	0	0	43	35	22	0	0	0	18	42	25	26
	HEATHROW	AIR FRANCE	S	D	21	0	0	76	19	5	0	0	0	10	78	7	23
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	31	0	0	61	16	16	6	0	0	19	61	12	31
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	28	0	3	64	11	18	4	4	0	26	77	9	30
	GATWICK	ALITALIA	S	A	31	0	0	71	23	0	6	0	0	14	0	0	0
	GATWICK	ALITALIA	S	D	31	0	0	87	6	0	6	0	0	7	0	0	0
	HEATHROW	ALITALIA	S	A	155	0	0	68	20	12	1	0	0	11	53	22	150
	HEATHROW	ALITALIA	S	D	155	0	0	59	26	12	3	1	0	17	70	16	151
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	71	16	6	6	0	0	17	81	9	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	65	16	13	6	0	0	20	77	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	125	0	0	70	14	14	1	0	0	10	75	11	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	125	0	0	62	27	9	2	0	0	14	79	9	124
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	25	0	0	92	4	0	0	4	0	11	89	-1	27
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	25	0	0	72	16	12	0	0	0	14	81	11	27
	MANCHESTER	SABENA	S	A	76	0	2	75	11	9	5	0	0	9	72	9	71
	MANCHESTER	SABENA	S	D	47	0	0	74	4	13	9	0	0	14	77	7	39

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																	Actual (7)	Plan (8)
ROME (FIUMICINO)																		
<b>TOTAL ROME (FIUMICINO)</b>						<b>960</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>18</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>13</b>	<b>13</b>
ROTTERDAM																		
	GATWICK	CITY FLYER EXPRESS	S	A	105	0	6	78	12	6	3	1	0	10	86	8	108	
	GATWICK	CITY FLYER EXPRESS	S	D	108	0	3	82	10	6	2	0	0	7	89	6	108	
	HEATHROW	KLM	S	A	128	0	2	80	13	4	3	0	0	9	72	13	125	
	HEATHROW	KLM	S	D	128	0	2	89	5	4	2	0	0	1	86	5	125	
<b>TOTAL ROTTERDAM</b>						<b>470</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
SALONIKA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	6	3	3	0	11	83	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	3	0	0	0	10	84	9	31	
	GATWICK	MONARCH AIRLINES	C	A	7	0	2	0	14	86	0	0	0	42	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	7	0	2	71	14	14	0	0	0	12	0	0	0	
<b>TOTAL SALONIKA</b>					<b>78</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>9</b>	<b>9</b>	
SALZBURG	BIRMINGHAM	AIR 2000	C	A	5	0	0	20	20	60	0	0	0	34	25	53	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	1	0	50	50	0	0	0	33	67	27	3	
	GATWICK	AIR 2000	C	A	5	0	0	0	20	80	0	0	0	39	0	64	4	
	GATWICK	AIR 2000	C	D	5	0	0	20	40	40	0	0	0	26	50	50	4	
	GLASGOW	AIR 2000	C	A	5	0	0	0	20	80	0	0	0	34	0	0	0	
	GLASGOW	AIR 2000	C	D	5	0	0	40	60	0	0	0	0	16	0	0	0	
	MANCHESTER	AIR 2000	C	A	5	0	0	20	20	40	20	0	0	40	50	33	4	
	MANCHESTER	AIR 2000	C	D	5	0	0	20	20	40	20	0	0	39	50	17	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	15	100	3	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	100	4	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	44	33	11	0	0	40	73	7	11	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	11	11	0	0	29	73	12	11	
	LUTON	BRITANNIA AIRWAYS	C	A	7	1	1	71	14	0	14	0	0	16	71	10	7	
	LUTON	BRITANNIA AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	-1	83	9	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	11	22	0	0	32	50	17	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	9	88	8	8	
	STANSTED	KLM UK LTD	C	A	4	0	0	100	0	0	0	0	0	-8	0	0	0	
	STANSTED	KLM UK LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	LAUDA-AIR	S	A	53	0	0	85	9	4	2	0	0	8	52	16	31	
	GATWICK	LAUDA-AIR	S	D	53	0	1	89	6	4	2	0	0	2	84	6	31	
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	27	7	20	40	7	0	56	25	21	8	
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	27	20	7	40	7	0	54	75	8	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	20	60	0	0	81	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	17	0	50	33	0	0	64	0	0	0	

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Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALZBURG																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	22	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
<b>TOTAL SALZBURG</b>					<b>263</b>	<b>1</b>	<b>6</b>	<b>60</b>	<b>14</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>17</b>	<b>17</b>	
SAMEDAN/ST MORITZ																		
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	16	0	6	0	0	6	83	3	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	63	31	6	0	0	0	15	56	20	36	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	35	16	29	16	3	0	41	58	16	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	68	26	3	3	0	0	17	77	10	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	44	33	15	7	0	0	24	52	27	25	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	41	44	4	11	0	0	26	73	17	26	
<b>TOTAL SAN FRANCISCO</b>					<b>179</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>15</b>	<b>15</b>	
SAN JOSE COST RICA																		
	GATWICK	MONARCH AIRLINES	C	A	3	2	2	100	0	0	0	0	0	-29	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0	
<b>TOTAL SAN JOSE COST RICA</b>					<b>7</b>	<b>2</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	18	27	18	36	0	0	53	0	94	2	
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	45	27	9	18	0	0	32	50	79	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	0	80	0	0	100	50	23	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	40	20	0	0	42	50	23	2	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	0	0	25	0	25	50	438	0	29	1	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	1	20	0	0	40	40	0	127	100	-1	1	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>41</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>20</b>	<b>15</b>	<b>32</b>	<b>7</b>	<b>5</b>	<b>98</b>	<b>36</b>	<b>45</b>	<b>45</b>	
SANAA																		
	GATWICK	YEMENIA	S	A	9	0	0	33	11	11	44	0	0	51	38	19	8	
	GATWICK	YEMENIA	S	D	9	0	0	44	11	33	11	0	0	26	89	6	9	
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>65</b>	<b>12</b>	<b>12</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 CHILE		HEATHROW		S	A	7	1	0	57	29	14	0	0	0	11	56	34	9
		HEATHROW		S	D	9	1	0	89	11	0	0	0	0	3	88	3	8
<b>TOTAL SANTIAGO DE CHILE</b>						<b>16</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>19</b>	<b>19</b>
SANTIAGO DE COMPOSTELA																		
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>-2</b>	<b>-2</b>
SANTO DOMINGO		GATWICK		C	A	3	0	0	0	100	0	0	0	0	24	0	0	0
		GATWICK		C	D	2	0	0	100	0	0	0	0	0	-4	0	0	0
		MANCHESTER		C	A	3	0	0	100	0	0	0	0	0	4	0	0	0
		MANCHESTER		C	D	2	0	2	0	50	50	0	0	0	31	0	0	0
		MANCHESTER		C	A	2	0	0	0	50	0	50	0	0	49	0	0	0
		MANCHESTER		C	D	2	0	0	0	0	50	50	0	0	67	0	0	0
<b>TOTAL SANTO DOMINGO</b>						<b>14</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>36</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAO PAULO (GUARULHOS)		HEATHROW		S	A	9	0	0	56	11	22	11	0	0	10	50	12	4
		HEATHROW		S	D	8	0	0	88	0	13	0	0	0	10	80	24	5
		HEATHROW		S	A	6	0	0	33	17	33	0	17	0	54	0	68	4
		HEATHROW		S	D	6	0	0	50	17	33	0	0	0	19	20	23	5
<b>TOTAL SAO PAULO (GUARULHOS)</b>						<b>29</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>10</b>	<b>24</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>39</b>	<b>31</b>	<b>31</b>
SEATTLE (TACOMA)		HEATHROW		S	A	29	2	1	52	17	21	10	0	0	22	93	-14	30
		HEATHROW		S	D	31	0	0	55	23	13	10	0	0	23	90	2	30
<b>TOTAL SEATTLE (TACOMA)</b>						<b>60</b>	<b>2</b>	<b>1</b>	<b>53</b>	<b>20</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>-3</b>	<b>-3</b>
SEOUL (KIMPO)		HEATHROW		S	A	9	0	0	100	0	0	0	0	0	-6	56	22	9
		HEATHROW		S	D	9	0	0	78	22	0	0	0	0	5	67	13	9
		HEATHROW		S	A	13	0	0	85	0	15	0	0	0	-5	54	9	13
		HEATHROW		S	D	13	0	0	85	15	0	0	0	0	9	69	11	13
<b>TOTAL SEOUL (KIMPO)</b>						<b>45</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>13</b>	<b>13</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
SEVILLE																	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	-5	0	0	0
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	0	0	50	0	93	0	0	0
	HEATHROW	IBERIA	S	A	31	0	1	84	10	3	3	0	0	8	84	1	31
	HEATHROW	IBERIA	S	D	31	0	1	90	3	6	0	0	0	5	100	-6	31
<b>TOTAL SEVILLE</b>					<b>70</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>-2</b>	<b>-2</b>
SEYCHELLES																	
	GATWICK	AIR SEYCHELLES	S	A	9	0	5	44	0	11	22	11	11	126	25	79	4
	GATWICK	AIR SEYCHELLES	S	D	9	0	5	44	22	11	11	0	11	88	33	92	6
	MANCHESTER	AIR SEYCHELLES	S	A	5	0	0	80	0	0	20	0	0	15	0	0	0
	MANCHESTER	AIR SEYCHELLES	S	D	5	0	0	60	0	0	20	0	20	130	0	0	0
<b>TOTAL SEYCHELLES</b>					<b>28</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>7</b>	<b>7</b>	<b>18</b>	<b>4</b>	<b>11</b>	<b>95</b>	<b>30</b>	<b>87</b>	<b>87</b>
SFAX																	
<b>TOTAL SFAX</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON																	
	GATWICK	AB AIRLINES	S	A	75	0	1	85	9	1	4	0	0	4	0	0	0
	GATWICK	AB AIRLINES	S	D	75	0	1	92	4	1	3	0	0	3	0	0	0
	HEATHROW	AER LINGUS	S	A	98	0	0	72	20	4	3	0	0	11	74	14	103
	HEATHROW	AER LINGUS	S	D	98	0	0	73	20	4	2	0	0	9	87	5	103
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	73	12	4	12	0	0	15	76	4	17
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	25	0	1	88	8	4	0	0	0	2	94	1	17
<b>TOTAL SHANNON</b>					<b>397</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>9</b>
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	29	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	6	60	12	5
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>12</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>31</b>	<b>35</b>	<b>35</b>
SIMFEROPOL																	
SINGAPORE																	
	HEATHROW	SINGAPORE AIRLINES	S	A	62	0	0	81	15	2	2	2	0	1	68	9	62



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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						Actual (7)	Plan (8)											
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	D	62	0	0	74	19	3	2	2	0	14	79	13	62	
	MANCHESTER	SINGAPORE AIRLINES	S	A	14	0	0	100	0	0	0	0	0	-27	54	9	13	
	MANCHESTER	SINGAPORE AIRLINES	S	D	14	0	0	57	36	7	0	0	0	10	77	5	13	
<b>TOTAL SINGAPORE</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>10</b>	<b>10</b>	
SOFIA																		
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	6	0	0	83	0	17	0	0	0	11	0	0	0	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	6	0	4	50	17	17	17	0	0	30	0	0	0	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	23	0	0	48	17	35	0	0	0	20	41	24	22	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	23	0	0	74	13	9	4	0	0	11	91	2	22	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	0	38	50	0	0	66	0	25	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	1	33	33	17	17	0	0	26	100	9	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	35	25	52	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	1	67	33	0	0	0	0	9	67	37	3	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	61	22	11	6	0	0	13	92	-4	13	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	61	22	6	11	0	0	20	85	10	13	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	0	0	100	0	0	106	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	1	0	0	0	100	0	0	89	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	67	0	0	0	33	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	1	100	0	0	0	0	0	-1	0	0	0	
<b>TOTAL SOFIA</b>					<b>125</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>16</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>13</b>	<b>13</b>	
SOUTHAMPTON																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	66	1	1	95	2	2	2	0	0	0	89	5	70	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	66	1	1	97	2	0	2	0	0	0	87	11	71	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	42	0	0	90	2	2	2	2	0	8	89	3	46	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	41	1	1	98	2	0	0	0	0	-2	91	1	46	
<b>TOTAL SOUTHAMPTON</b>					<b>215</b>	<b>3</b>	<b>3</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>5</b>	
SPLIT																		
<b>TOTAL SPLIT</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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Origin / Destinations: S

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					Actual (7)	Plan (8)												
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	A	31	0	0	29	29	23	16	3	0	38	42	19	31	
	GATWICK	TRANS WORLD AIRLINES	S	D	31	0	0	81	3	10	3	3	0	14	87	12	31	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>15</b>	<b>15</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	51	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	1	25	33	33	0	8	0	36	50	33	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	57	21	7	14	0	0	25	46	27	13	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	0	0	50	0	50	273	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	0	20	20	0	0	60	372	50	29	4	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>38</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>11</b>	<b>91</b>	<b>48</b>	<b>30</b>	<b>30</b>	
ST PETERSBURG																		
	HEATHROW	AEROFLOT	S	A	5	0	0	100	0	0	0	0	0	-10	100	-7	4	
	HEATHROW	AEROFLOT	S	D	5	0	0	80	20	0	0	0	0	7	100	-5	4	
	STANSTED	AEROFLOT	S	A	10	0	0	100	0	0	0	0	0	-24	100	-17	9	
	STANSTED	AEROFLOT	S	D	9	0	1	67	22	11	0	0	0	12	67	11	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	96	0	0	4	0	0	-8	82	0	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	83	13	0	4	0	0	7	86	8	22	
<b>TOTAL ST PETERSBURG</b>					<b>77</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>86</b>	<b>1</b>	<b>1</b>	
STANSTED																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-12	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	65	1	0	92	2	2	3	2	0	1	85	7	68	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	66	0	1	91	2	3	5	0	0	2	87	2	68	
	GLASGOW	KLM UK LTD	S	A	79	0	0	87	6	5	1	0	0	3	75	10	81	
	GLASGOW	KLM UK LTD	S	D	79	0	0	89	5	6	0	0	0	4	78	9	78	
<b>TOTAL STANSTED</b>					<b>300</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>7</b>	<b>7</b>	
STAVANGER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	77	15	4	4	0	0	10	78	8	27	

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						MATCHED	Plan (8)											
STAVANGER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	92	4	0	4	0	0	8	96	1	27	
	HEATHROW	SAS	S	A	62	0	0	77	15	8	0	0	6	77	5	62		
	HEATHROW	SAS	S	D	62	0	0	94	5	2	0	0	2	95	-2	62		
<b>TOTAL STAVANGER</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>2</b>	<b>2</b>		
STOCKHOLM (ARLANDA)																		
	STANSTED	BRITANNIA AB	C	A	9	0	0	67	22	0	11	0	15	0	0	0		
	STANSTED	BRITANNIA AB	C	D	9	0	0	11	78	0	11	0	34	0	0	0		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	2	0	0	50	0	50	0	0	26	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	85	7	6	1	1	1	83	3	119		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	75	16	6	2	1	13	89	5	119		
	GATWICK	EXCALIBUR AIRWAYS	C	A	6	0	0	33	17	33	0	17	69	0	0	0		
	GATWICK	EXCALIBUR AIRWAYS	C	D	5	1	1	60	20	0	0	20	70	0	0	0		
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	17	0	0	59	29	6	6	0	25	100	-2	8		
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	17	0	0	18	35	35	6	6	40	89	19	9		
	HEATHROW	SAS	S	A	150	0	0	79	12	9	1	0	5	80	6	148		
	HEATHROW	SAS	S	D	148	1	1	84	10	5	1	0	4	92	-1	122		
	MANCHESTER	SAS	S	A	20	0	0	85	10	5	0	0	4	70	5	27		
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>634</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>85</b>	<b>5</b>	<b>5</b>		
STORNOWAY																		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	52	0	0	92	8	0	0	0	4	69	16	55		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	51	0	0	80	12	8	0	0	6	80	12	54		
<b>TOTAL STORNOWAY</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>14</b>	<b>14</b>		
STRASBOURG																		
	HEATHROW	AIR FRANCE	S	A	28	0	0	79	14	4	4	0	12	56	14	27		
	HEATHROW	AIR FRANCE	S	D	30	0	0	50	33	13	3	0	15	67	10	30		
<b>TOTAL STRASBOURG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>12</b>	<b>12</b>		
STUTTGART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	23	6	10	0	19	74	12	58		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					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)											
STUTT GART	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	6	0	0	0	5	88	1	58
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	47	0	0	94	4	0	2	0	0	-1	85	2	27
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	47	0	0	87	6	6	0	0	0	6	93	5	27
	HEATHROW	LUFTHANSA	S	A	72	0	0	81	10	6	4	0	0	5	77	7	70
	HEATHROW	LUFTHANSA	S	D	93	0	0	87	6	3	2	1	0	5	91	1	93
<b>TOTAL STUTT GART</b>					<b>321</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>7</b>	<b>7</b>
SUMBURGH	GLASGOW	BMI REGIONAL	S	A	18	0	3	83	6	6	6	0	0	10	100	1	5
	GLASGOW	BMI REGIONAL	S	D	20	0	1	60	30	10	0	0	0	14	100	1	3
	MANCHESTER	BMI REGIONAL	S	A	4	1	0	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	25	0	1	88	12	0	0	0	0	1	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	25	0	0	88	0	12	0	0	0	3	93	-2	27
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	21	0	0	86	10	0	5	0	0	7	83	2	23
	GLASGOW	LOGANAIR	S	A	26	0	0	96	0	0	4	0	0	0	81	10	27
	GLASGOW	LOGANAIR	S	D	26	0	0	85	4	4	8	0	0	13	88	12	26
<b>TOTAL SUMBURGH</b>					<b>165</b>	<b>1</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>5</b>
SYDNEY	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	74	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	28	0	99	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-30	80	82	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	15	67	13	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	2	2	100	0	0	0	0	0	-44	60	41	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	20	40	20	5
	HEATHROW	QANTAS	S	A	31	0	0	71	6	10	10	3	0	29	48	15	31
	HEATHROW	QANTAS	S	D	31	0	0	81	16	3	0	0	0	6	77	11	31
<b>TOTAL SYDNEY</b>					<b>83</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>21</b>	<b>21</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	69	8	15	8	0	0	12	56	25	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	46	8	0	0	0	15	100	5	8
	HEATHROW	EVA AIR	S	A	13	0	0	54	15	23	8	0	0	20	31	32	13
	HEATHROW	EVA AIR	S	D	13	0	0	77	15	8	0	0	0	6	77	22	13
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>23</b>	<b>23</b>
TALLIN	GATWICK	ESTONIAN AIR	S	A	17	0	1	47	29	12	6	6	0	35	0	0	0
	GATWICK	ESTONIAN AIR	S	D	17	0	1	94	0	0	0	6	0	16	0	0	0
<b>TOTAL TALLIN</b>					<b>34</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
TAMPA	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	2	0	22	22	44	11	0	85	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	1	38	25	13	25	0	0	37	0	0	0
<b>TOTAL TAMPA</b>					<b>17</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>24</b>	<b>18</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
TANGIERS (IBN BATUTA)	HEATHROW	GB AIRWAYS LTD	S	A	5	0	0	40	20	20	20	0	0	26	100	-1	5
	HEATHROW	GB AIRWAYS LTD	S	D	5	0	0	60	0	40	0	0	0	21	40	29	5
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>14</b>	<b>14</b>
TARBES-LOURDES INTERNA	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	0	25	25	0	103	50	82	4
	GATWICK	MONARCH AIRLINES	C	D	3	0	1	67	0	0	33	0	0	33	25	93	4
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>73</b>	<b>38</b>	<b>87</b>	<b>87</b>
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	19	0	0	89	0	0	11	0	0	-5	100	-41	16
	HEATHROW	UZBEKISTAN AIRLINES	S	D	19	0	1	84	5	0	11	0	0	12	88	0	17
	MANCHESTER	UZBEKISTAN AIRLINES	S	A	4	0	4	100	0	0	0	0	0	-21	100	-24	5
	MANCHESTER	UZBEKISTAN AIRLINES	S	D	5	0	4	60	40	0	0	0	0	8	80	7	5
<b>TOTAL TASHKENT</b>					<b>47</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>-17</b>	<b>-17</b>
TEESSIDE																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					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)												
TEESSIDE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	139	0	1	82	9	4	5	0	0	9	84	5	143	
	HEATHROW	BMI BRITISH MIDLAND	S	D	140	0	0	88	4	6	2	0	0	4	89	0	143	
<b>TOTAL TEESSIDE</b>					<b>279</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>3</b>	<b>3</b>	
TEHRAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	-5	67	-1	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	0	8	100	-2	9	
	HEATHROW	IRAN AIR	S	A	13	0	0	23	31	23	23	0	0	46	31	54	13	
	HEATHROW	IRAN AIR	S	D	13	0	0	38	31	23	8	0	0	28	62	37	13	
<b>TOTAL TEHRAN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>26</b>	<b>26</b>	
TEL AVIV																		
	GATWICK	AIR 2000	C	A	10	0	0	10	30	50	10	0	0	50	50	47	8	
	GATWICK	AIR 2000	C	D	9	0	0	11	33	44	11	0	0	35	63	55	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	45	26	23	6	0	0	23	83	48	24	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	23	3	6	0	0	15	79	21	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	37	0	0	57	24	8	11	0	0	19	74	7	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	0	81	11	5	3	0	0	7	84	6	31	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	1	17	17	50	17	0	0	43	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	0	0	57	14	14	14	0	0	23	0	0	0	
	GATWICK	EL AL	C	A	4	0	0	50	25	0	25	0	0	19	50	232	2	
	GATWICK	EL AL	C	D	4	0	0	75	0	0	25	0	0	18	50	224	2	
	HEATHROW	EL AL	S	A	38	1	2	63	13	18	5	0	0	14	62	20	45	
	HEATHROW	EL AL	S	D	40	1	0	53	28	8	13	0	0	21	73	10	44	
	MANCHESTER	EL AL	S	A	8	0	0	75	13	13	0	0	0	10	100	-7	10	
	MANCHESTER	EL AL	S	D	8	0	0	75	25	0	0	0	0	3	100	-6	9	
	STANSTED	EL AL	S	A	17	0	1	82	6	12	0	0	0	0	0	0	0	
	STANSTED	EL AL	S	D	15	0	3	67	20	13	0	0	0	5	0	0	0	
	GATWICK	EXCALIBUR AIRWAYS	C	A	2	0	0	0	0	0	100	0	0	82	29	26	7	
	GATWICK	EXCALIBUR AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	45	57	14	7	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	0	14	21	64	0	0	79	15	44	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	MONARCH AIRLINES	C	D	16	0	0	44	13	13	25	6	0	52	62	16	13
<b>TOTAL TEL AVIV</b>					<b>336</b>	<b>2</b>	<b>7</b>	<b>55</b>	<b>19</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>22</b>	<b>22</b>
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	AIR 2000	C	A	9	0	0	100	0	0	0	0	0	-4	60	10	5
	BIRMINGHAM	AIR 2000	C	D	9	0	0	89	11	0	0	0	0	4	80	6	5
	GATWICK	AIR 2000	C	A	23	0	0	48	22	13	17	0	0	21	40	30	20
	GATWICK	AIR 2000	C	D	23	0	0	70	4	17	9	0	0	17	73	21	22
	GLASGOW	AIR 2000	C	A	9	0	0	78	11	11	0	0	0	5	89	-4	9
	GLASGOW	AIR 2000	C	D	9	0	0	89	11	0	0	0	0	5	78	6	9
	LUTON	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-3	0	0	0
	LUTON	AIR 2000	C	D	4	1	0	75	25	0	0	0	0	2	0	0	0
	MANCHESTER	AIR 2000	C	A	24	0	0	63	13	17	8	0	0	17	72	12	29
	MANCHESTER	AIR 2000	C	D	24	0	0	54	21	17	8	0	0	20	84	8	31
	MANCHESTER	AIR EUROPA	C	A	12	0	0	50	8	8	17	17	0	61	20	38	10
	MANCHESTER	AIR EUROPA	C	D	12	1	0	42	0	25	17	17	0	71	13	42	8
	STANSTED	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	-15	0	0	0
	STANSTED	AIR EUROPA	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0
	GATWICK	AIR OPERATIONS EUROPE	C	A	4	0	0	25	0	0	75	0	0	81	0	134	5
	GATWICK	AIR OPERATIONS EUROPE	C	D	4	0	0	50	0	0	50	0	0	50	20	91	5
	MANCHESTER	AIR OPERATIONS EUROPE	C	A	8	0	0	25	13	38	25	0	0	47	0	0	0
	MANCHESTER	AIR OPERATIONS EUROPE	C	D	8	0	0	13	13	50	25	0	0	53	0	0	0
	GATWICK	BRITANNIA AB	C	A	5	0	0	0	0	20	80	0	0	102	0	0	0
	GATWICK	BRITANNIA AB	C	D	5	0	0	0	20	40	40	0	0	61	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	0	33	0	0	29	22	59	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	12	44	31	9
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	28	22	28	17	6	0	51	11	36	18
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	67	17	11	6	0	0	16	68	18	19
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	23	0	51	10
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	30	44	10
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	20	0	0	39	50	39	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
TENERIFE (SURREINA SOFIA)	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	63	21	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	24	0	1	42	8	29	17	4	0	41	35	38	23
	MANCHESTER	BRITANNIA AIRWAYS	C	D	25	0	0	80	12	4	4	0	0	9	91	18	23
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	24	80	9	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	17	100	0	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	2	0	0	13	25	50	0	13	138	25	47	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	30	10	40	10	0	10	77	60	10	5
	GLASGOW	CALEDONIAN AIRWAYS	C	A	6	0	0	17	17	17	50	0	0	55	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	6	0	0	50	33	0	17	0	0	19	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	18	0	0	61	11	17	11	0	0	23	13	89	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	18	0	0	61	17	11	11	0	0	21	56	68	9
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	0	0	83	17	0	0	60	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	43	43	0	14	0	0	19	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	0	20	10	60	10	0	107	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	10	0	0	30	30	40	0	0	0	25	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	7	1	0	71	0	29	0	0	0	10	0	0	0
	GATWICK	FUTURA AIRLINES	C	D	8	0	0	88	0	0	0	0	13	187	100	2	1
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	20	20	60	0	0	0	30	60	11	5
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	0	40	60	0	0	0	34	80	9	5
	LUTON	FUTURA AIRLINES	C	A	5	0	0	0	20	20	60	0	0	89	0	44	5
	LUTON	FUTURA AIRLINES	C	D	5	0	0	0	20	20	60	0	0	93	20	42	5
	MANCHESTER	FUTURA AIRLINES	C	A	14	0	0	43	14	14	21	7	0	43	67	9	12
	MANCHESTER	FUTURA AIRLINES	C	D	14	0	0	14	29	21	29	7	0	54	60	20	10
	STANSTED	FUTURA AIRLINES	C	A	2	0	0	0	50	0	50	0	0	57	0	0	0
	STANSTED	FUTURA AIRLINES	C	D	2	0	0	0	0	0	50	0	50	505	0	0	0
	BIRMINGHAM	LEISURE INTERNATIONAL	C	A	5	0	0	0	40	20	40	0	0	70	80	6	5
	BIRMINGHAM	LEISURE INTERNATIONAL	C	D	5	0	0	0	60	0	40	0	0	57	40	22	5
	GATWICK	LEISURE INTERNATIONAL	C	A	16	0	0	50	31	0	19	0	0	24	82	3	22
	GATWICK	LEISURE INTERNATIONAL	C	D	16	0	0	50	25	19	6	0	0	24	74	11	23
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	20	60	20	0	0	0	23	20	46	5



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995			
							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
TENERIFE (SURREINA SOFIA)	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	20	60	20	0	0	0	20	60	35	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	0	29	43	29	0	0	54	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	43	21	14	21	0	0	30	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	20	1	0	15	10	30	45	0	0	64	15	35	20	
	GATWICK	MONARCH AIRLINES	C	D	20	1	1	55	30	5	10	0	0	20	77	27	22	
	LUTON	MONARCH AIRLINES	C	A	6	0	0	0	33	33	33	0	0	52	20	26	5	
	LUTON	MONARCH AIRLINES	S	A	9	0	0	33	33	33	0	0	0	23	56	38	9	
	LUTON	MONARCH AIRLINES	S	D	9	0	0	78	11	11	0	0	0	13	78	25	9	
	LUTON	MONARCH AIRLINES	C	D	6	0	0	17	33	33	17	0	0	34	80	7	5	
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	0	13	67	13	0	7	89	6	66	16	
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	60	27	0	7	0	7	52	47	35	17	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	13	25	25	13	0	80	33	50	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	13	13	25	13	0	67	67	28	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	18	0	1	11	22	39	17	11	0	66	75	16	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	17	0	1	76	12	6	6	0	0	18	60	11	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	22	0	0	0	0	5	44	18	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	22	11	0	0	22	44	26	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	28	0	0	36	18	18	21	7	0	58	44	26	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	26	0	0	65	12	12	8	4	0	32	53	22	19	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	40	0	0	0	31	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	14	0	0	0	
	GLASGOW	OASIS INTERNATIONAL	C	A	5	0	0	20	0	20	40	20	0	77	20	29	5	
	GLASGOW	OASIS INTERNATIONAL	C	D	5	0	0	0	20	0	60	20	0	109	20	29	5	
	GATWICK	VIVA	C	A	5	0	0	0	40	60	0	0	0	34	0	0	0	
	GATWICK	VIVA	C	D	5	0	0	20	0	40	40	0	0	47	0	0	0	
	LUTON	VIVA	C	A	5	0	0	40	40	0	20	0	0	35	0	0	0	
	LUTON	VIVA	C	D	5	0	0	0	20	40	40	0	0	54	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>851</b>	<b>8</b>	<b>6</b>	<b>44</b>	<b>18</b>	<b>19</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>41</b>	<b>50</b>	<b>30</b>	<b>30</b>	
TIREE	GLASGOW	LOGANAIR	S	A	15	0	0	73	0	20	7	0	0	17	69	22	13	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TIREE	GLASGOW	LOGANAIR		S D	15	0	0	80	7	7	7	0	0	10	85	15	13
<b>TOTAL TIREE</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>3</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>19</b>	<b>19</b>
TOBAGO																	
TOKYO (NARITA)	HEATHROW	AEROFLOT		S A	9	0	0	33	22	33	11	0	0	31	13	59	8
	HEATHROW	AEROFLOT		S D	10	0	0	70	30	0	0	0	0	9	67	19	9
	HEATHROW	ALL NIPPON AIRWAYS		S A	31	0	0	94	6	0	0	0	0	-11	71	1	31
	HEATHROW	ALL NIPPON AIRWAYS		S D	31	0	0	90	6	3	0	0	0	2	90	4	31
	HEATHROW	BRITISH AIRWAYS PLC		S A	57	1	0	91	5	2	2	0	0	-11	77	-1	56
	HEATHROW	BRITISH AIRWAYS PLC		S D	58	0	0	57	28	10	5	0	0	19	75	13	56
	HEATHROW	JAPAN AIRLINES		S A	42	0	2	81	12	5	2	0	0	-17	73	1	37
	HEATHROW	JAPAN AIRLINES		S D	42	0	2	76	14	2	5	2	0	21	83	9	35
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	27	0	0	74	11	11	4	0	0	0	69	9	26
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	27	0	0	63	26	7	0	4	0	18	58	20	26
<b>TOTAL TOKYO (NARITA)</b>					<b>334</b>	<b>1</b>	<b>4</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>8</b>	<b>8</b>
TORONTO	GLASGOW	AIR CANADA		S A	22	0	0	9	18	50	18	5	0	59	77	6	13
	GLASGOW	AIR CANADA		S D	22	1	0	36	14	27	23	0	0	37	100	4	13
	HEATHROW	AIR CANADA		S A	60	0	0	20	27	27	23	3	0	49	44	29	54
	HEATHROW	AIR CANADA		S D	54	0	1	48	30	15	6	2	0	25	74	11	54
	MANCHESTER	AIR CANADA		S A	22	0	0	14	14	36	32	5	0	62	100	-17	13
	MANCHESTER	AIR CANADA		S D	22	0	0	41	14	23	18	5	0	45	85	4	13
	HEATHROW	AIR INDIA		S A	7	0	6	0	0	14	86	0	0	87	46	117	13
	HEATHROW	AIR INDIA		S D	8	0	6	13	0	25	25	25	13	190	15	99	13
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	55	13	16	13	3	0	26	78	34	32
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	55	19	16	10	0	0	28	55	55	33
	HEATHROW	CANADIAN AIRLINES INT/L		S A	31	0	0	13	23	39	19	6	0	64	90	4	31
	HEATHROW	CANADIAN AIRLINES INT/L		S D	31	0	0	71	3	10	10	6	0	28	74	48	31
<b>TOTAL TORONTO</b>					<b>348</b>	<b>1</b>	<b>13</b>	<b>36</b>	<b>19</b>	<b>24</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>68</b>	<b>30</b>	<b>30</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-7	100	6	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-1	100	4	4
	GATWICK	AIR 2000	C	A	10	0	0	30	20	10	30	10	0	57	50	27	4
	GATWICK	AIR 2000	C	D	10	0	0	70	0	10	20	0	0	24	100	-2	4
	GLASGOW	AIR 2000	C	A	5	0	0	0	0	40	40	20	0	95	0	0	0
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	11	25	21	4
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-3	100	-1	4
	HEATHROW	AIR FRANCE	S	A	60	0	0	77	10	12	2	0	0	6	79	9	34
	HEATHROW	AIR FRANCE	S	D	60	0	0	92	5	2	2	0	0	0	91	-4	34
	HEATHROW	AIR INTER EUROPE	S	A	2	0	0	50	50	0	0	0	0	16	0	0	0
	HEATHROW	AIR INTER EUROPE	S	D	2	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	AIR LIB	S	A	39	0	2	72	18	10	0	0	0	13	0	0	0
	GATWICK	AIR LIB	S	D	40	0	2	88	13	0	0	0	0	5	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	20	60	0	20	146	0	47	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	0	0	20	60	0	20	127	75	16	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	40	0	0	33	0	77	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	21	75	46	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	79	10	6	3	2	0	14	87	5	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	84	6	5	5	0	0	13	89	7	62
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	8	23	23	38	0	8	83	25	31	12
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	69	0	0	23	8	0	48	100	5	12
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	4	75	12	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-2	100	-2	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	20	20	20	0	105	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	20	20	20	0	81	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	20	0	0	45	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	40	0	0	0	29	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>455</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>80</b>	<b>10</b>	<b>10</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TOURS																	
<b>TOTAL TOURS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIVANDRUM																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	50	0	0	0	13	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	19	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	0	33	33	0	44	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	29	0	0	0	
<b>TOTAL TRIVANDRUM</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TROMSOE																	
TRONDHEIM (VAERNES)																	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	7	0	0	86	0	0	14	0	5	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	10	100	-4	4	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>8</b>	<b>8</b>	
TUNIS																	
	HEATHROW	GB AIRWAYS LTD	S	A	12	0	0	33	33	33	0	0	24	36	34	14	
	HEATHROW	GB AIRWAYS LTD	S	D	12	0	0	67	25	8	0	0	13	57	26	14	
	HEATHROW	TUNISAIR	S	A	14	0	0	43	14	29	14	0	30	15	41	13	
	HEATHROW	TUNISAIR	S	D	14	0	0	43	7	21	29	0	36	46	30	13	
<b>TOTAL TUNIS</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>19</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>26</b>	<b>37</b>	<b>32</b>	<b>32</b>	
TURIN																	
	GATWICK	AIR 2000	C	A	15	0	0	7	53	27	13	0	34	50	23	4	
	GATWICK	AIR 2000	C	D	15	0	0	67	13	13	7	0	20	100	1	3	
	MANCHESTER	AIR 2000	C	A	10	0	0	80	0	0	0	10	56	100	-3	4	
	MANCHESTER	AIR 2000	C	D	10	0	0	80	0	0	0	10	61	100	-1	4	
	HEATHROW	ALITALIA	S	A	30	0	1	83	13	3	0	0	5	89	1	28	
	HEATHROW	ALITALIA	S	D	30	0	1	80	17	3	0	0	5	97	-5	29	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	22	25	33	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	12	75	9	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	0	10	60	30	0	50	0	49	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	30	10	50	10	0	35	13	35	8	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TURIN	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	15	25	22	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-1	67	8	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	80	0	0	0	0	19	50	14	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	100	-4	3
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	5	0	0	40	20	40	0	0	0	16	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	1	50	0	50	0	0	0	20	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	81	9	7	3	0	0	6	61	17	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	81	12	3	3	0	0	9	96	-1	27
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	40	60	0	0	0	0	13	67	5	3
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	60	20	20	0	0	0	15	100	2	3
	GATWICK	FLIGHTLINE LTD	C	D	2	1	0	50	0	0	0	50	0	137	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	10	20	40	30	0	0	62	0	36	7
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	60	10	0	30	0	0	40	43	31	7
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	33	75	11	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	22	100	-2	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	58	0	43	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	4	40	20	0	20	0	20	140	50	21	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	25	0	25	0	0	47	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	37	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	20	0	0	0	22	0	91	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	10	33	48	3
<b>TOTAL TURIN</b>					<b>359</b>	<b>2</b>	<b>9</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>67</b>	<b>12</b>	<b>12</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
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					Actual (7)	Plan (8)											
VALENCIA																	
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	17	0	50	33	0	0	51	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	56	28	6	11	0	0	21	0	0	0
	HEATHROW	IBERIA	S	A	31	0	0	90	10	0	0	0	0	1	84	4	31
	HEATHROW	IBERIA	S	D	31	0	0	87	13	0	0	0	0	5	87	2	31
<b>TOTAL VALENCIA</b>					<b>99</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>3</b>	<b>3</b>
VANCOUVER																	
	HEATHROW	AIR CANADA	S	A	31	0	0	6	6	48	39	0	0	56	14	77	29
	HEATHROW	AIR CANADA	S	D	31	0	0	45	39	3	13	0	0	21	53	36	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	7	3	0	0	-6	90	-21	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	13	3	0	0	0	5	90	4	31
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	6	42	16	16	19	6	0	50	74	5	31
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	6	65	23	3	10	0	0	20	87	11	31
<b>TOTAL VANCOUVER</b>					<b>185</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>18</b>	<b>18</b>
VARADERO																	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL VARADERO</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE																	
	GATWICK	ALITALIA	S	A	62	0	0	76	21	3	0	0	0	8	90	5	31
	GATWICK	ALITALIA	S	D	62	0	0	87	11	2	0	0	0	3	90	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	3	3	0	0	6	87	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	26	10	0	0	0	13	90	6	31
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	6	0	0	67	0	17	17	0	0	26	75	5	4
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	8	0	0	63	25	13	0	0	0	10	100	-2	8
	GATWICK	EXCALIBUR AIRWAYS	C	A	8	0	0	38	38	13	13	0	0	28	29	33	7
	GATWICK	EXCALIBUR AIRWAYS	C	D	8	0	0	75	0	13	13	0	0	19	57	25	7
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	13	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	10	30	30	10	20	0	80	22	27	9
	GATWICK	MONARCH AIRLINES	C	D	10	0	1	70	10	0	10	10	0	50	89	5	9
<b>TOTAL VENICE</b>					<b>245</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>10</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
VERONA																		
	GATWICK	AIR 2000	C	A	5	0	0	20	20	20	20	20	0	73	0	0	0	
	GATWICK	AIR 2000	C	D	5	0	0	20	20	20	20	20	0	80	0	0	0	
	MANCHESTER	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	11	50	19	4	
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-4	50	23	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	0	63	14	16	5	2	0	20	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	85	12	0	4	0	0	7	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	1	1	0	0	25	75	0	0	58	25	59	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	22	100	5	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	100	0	0	0	36	33	66	3	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	10	100	-1	3	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	15	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0	
<b>TOTAL VERONA</b>					<b>122</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>16</b>	<b>16</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	110	0	0	76	13	9	2	0	0	6	75	8	95	
	HEATHROW	AUSTRIAN AIRLINES	S	D	110	0	0	81	7	10	2	0	0	7	97	-4	95	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	42	34	16	3	5	0	31	74	15	62	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	61	0	1	74	3	21	2	0	0	13	87	5	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	86	8	5	1	0	0	4	73	8	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	80	11	9	1	0	0	10	82	8	93	
	GATWICK	LAUDA-AIR	S	A	19	0	0	47	32	21	0	0	0	18	35	35	20	
	GATWICK	LAUDA-AIR	S	D	18	0	1	61	22	17	0	0	0	14	40	30	20	
	MANCHESTER	LAUDA-AIR	S	A	25	1	0	88	12	0	0	0	0	1	52	15	27	
	MANCHESTER	LAUDA-AIR	S	D	26	0	0	96	4	0	0	0	0	-2	93	2	27	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	0	63	0	76	7	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	17	0	0	17	0	34	86	3	7	
<b>TOTAL VIENNA</b>					<b>631</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>9</b>	<b>9</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					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)											
VILNIUS	HEATHROW	LITHUANIA AIRLINES	S	A	18	0	0	100	0	0	0	0	0	-10	94	-5	18
	HEATHROW	LITHUANIA AIRLINES	S	D	18	0	0	94	6	0	0	0	0	2	94	-3	18
<b>TOTAL VILNIUS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>94</b>	<b>-4</b>	<b>-4</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 1995				
					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	46	0	0	87	13	0	0	0	0	2	82	7	45
	HEATHROW	BRITISH AIRWAYS PLC	S	D	46	0	0	65	30	4	0	0	0	12	91	5	46
	HEATHROW	LOT-POLISH AIRLINES	S	A	41	0	0	71	17	7	5	0	0	8	76	3	41
	HEATHROW	LOT-POLISH AIRLINES	S	D	45	0	0	87	7	2	4	0	0	5	93	-3	46
<b>TOTAL WARSAW</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>3</b>	<b>3</b>
WASHINGTON (DULLES)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	13	10	3	6	0	30	71	12	35
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	50	31	13	3	3	0	27	56	29	36
	HEATHROW	UNITED AIRLINES	S	A	53	0	0	36	21	26	13	4	0	42	60	18	48
	HEATHROW	UNITED AIRLINES	S	D	53	0	0	60	26	8	6	0	0	18	78	9	46
<b>TOTAL WASHINGTON (DULLES)</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>17</b>	<b>17</b>
WATERFORD																	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	88	0	0	8	4	0	16	78	3	23
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	85	12	0	4	0	0	6	85	5	26
	LUTON	SCOT AIRWAYS	S	A	23	1	0	70	13	4	13	0	0	19	87	5	63
	LUTON	SCOT AIRWAYS	S	D	25	0	0	72	4	20	4	0	0	14	95	-6	65
<b>TOTAL WATERFORD</b>					<b>101</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>0</b>	<b>0</b>
WINDHOEK																	
	HEATHROW	AIR NAMIBIA	S	A	13	0	0	62	15	0	8	8	8	86	69	12	13
	HEATHROW	AIR NAMIBIA	S	D	12	1	0	100	0	0	0	0	0	0	85	12	13
<b>TOTAL WINDHOEK</b>					<b>25</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>45</b>	<b>77</b>	<b>12</b>	<b>12</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 1996

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	87	10	0	3	0	0	5	75	14	28
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	77	16	3	3	0	0	11	89	4	28
<b>TOTAL ZAGREB</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>9</b>
ZARAGOZA	STANSTED	AVIACO	S	A	13	0	0	92	8	0	0	0	0	-2	0	0	0
	STANSTED	AVIACO	S	D	13	0	0	92	8	0	0	0	0	3	0	0	0
<b>TOTAL ZARAGOZA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	MANCHESTER	AER LINGUS	S	A	26	0	0	92	8	0	0	0	0	1	70	12	27
	MANCHESTER	AER LINGUS	S	D	25	0	0	92	8	0	0	0	0	5	89	5	27
	HEATHROW	BMI BRITISH MIDLAND	S	A	119	0	0	70	20	9	1	0	0	10	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	119	0	0	81	13	7	0	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	2	0	0	0	50	50	0	0	0	27	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	71	17	8	3	1	0	13	78	8	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	69	22	7	2	1	0	13	83	6	120
	GATWICK	FLIGHTLINE LTD	C	A	36	1	1	50	19	11	17	3	0	34	66	20	44
	GATWICK	FLIGHTLINE LTD	C	D	35	2	2	46	20	23	11	0	0	28	86	6	44
	STANSTED	KLM UK LTD	S	A	53	0	0	75	15	2	6	2	0	13	100	-20	11
	STANSTED	KLM UK LTD	S	D	53	0	0	64	25	4	8	0	0	17	100	-1	11
	BIRMINGHAM	SWISS AIRLINES	S	A	52	0	0	52	33	13	2	0	0	17	67	14	27
	BIRMINGHAM	SWISS AIRLINES	S	D	52	0	0	37	33	27	4	0	0	24	70	13	27
	HEATHROW	SWISSAIR	S	A	155	0	0	73	19	8	1	0	0	8	72	8	155
	HEATHROW	SWISSAIR	S	D	155	0	0	72	23	5	1	0	0	9	86	4	155
	MANCHESTER	SWISSAIR	S	A	31	0	0	81	13	6	0	0	0	6	68	13	31
	MANCHESTER	SWISSAIR	S	D	31	0	0	87	10	0	3	0	0	8	97	1	30
<b>TOTAL ZURICH</b>					<b>1191</b>	<b>3</b>	<b>3</b>	<b>70</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>8</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1996

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	445	0	1	94	4	1	0	0	0	2	85	6	456	
DUBLIN	561	1	16	82	11	4	3	1	0	9	84	6	487	
NEW YORK (JF KENNEDY)	61	0	1	56	25	13	7	0	0	17	82	0	60	
PALMA DE MALLORCA	40	1	0	63	28	5	5	0	0	14	54	39	37	
PARIS (CHARLES DE GAULLE)	469	0	4	90	5	2	2	0	0	5	90	5	486	
CHARTERED FLIGHTS(ALL ROUTES)	588	11	10	58	16	15	9	1	1	26	58	31	555	
SCHEDULED FLIGHTS(ALL ROUTES)	5273	7	62	86	8	4	2	0	0	6	88	5	5186	
AIRPORT TOTAL	5861	18	72	83	9	5	3	0	0	8	85	7	5741	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1996

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	480	0	7	79	16	3	1	1	0	10	76	12	276	
ATHENS	144	1	5	35	17	22	24	2	0	42	59	18	113	
DUBLIN	481	1	6	78	11	7	2	1	0	11	80	9	375	
NEW YORK (JF KENNEDY)	60	0	2	52	18	15	10	5	0	31	85	4	60	
PALMA DE MALLORCA	98	1	1	47	17	15	18	2	0	35	55	17	87	
PARIS (CHARLES DE GAULLE)	347	0	3	76	13	7	4	0	0	12	89	5	359	
CHARTERED FLIGHTS(ALL ROUTES)	3474	57	101	41	17	18	20	3	1	44	52	29	2932	
SCHEDULED FLIGHTS(ALL ROUTES)	12145	19	244	69	14	10	6	1	0	18	80	9	10390	
AIRPORT TOTAL	15619	76	345	63	15	11	9	2	0	23	74	14	13322	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1996

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	173	0	3	85	8	3	3	0	0	3	69	14	162	
DUBLIN	181	0	0	87	4	4	4	1	0	9	92	2	222	
PALMA DE MALLORCA	41	0	1	78	10	5	7	0	0	7	50	21	26	
PARIS (CHARLES DE GAULLE)	115	0	3	88	4	5	3	0	0	7	85	8	249	
CHARTERED FLIGHTS(ALL ROUTES)	533	13	15	57	16	15	10	1	1	28	54	24	395	
SCHEDULED FLIGHTS(ALL ROUTES)	5139	33	79	85	8	5	3	0	0	7	83	8	5241	
AIRPORT TOTAL	5672	46	94	82	8	6	3	0	0	9	81	9	5636	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1996

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	1401	2	7	84	10	3	3	0	0	6	83	4	1389	
ATHENS	318	0	4	70	17	10	3	0	0	12	73	8	325	
DUBLIN	1213	1	10	79	15	4	2	0	0	9	85	4	1236	
NEW YORK (JF KENNEDY)	1024	3	29	56	16	17	9	1	0	24	77	8	1049	
PALMA DE MALLORCA	106	0	0	60	22	17	1	0	0	13	81	4	124	
PARIS (CHARLES DE GAULLE)	1526	1	0	85	10	3	1	0	0	5	86	3	1544	
CHARTERED FLIGHTS(ALL ROUTES)	52	6	2	56	10	17	15	2	0	24	51	16	45	
SCHEDULED FLIGHTS(ALL ROUTES)	35019	88	287	75	14	7	3	0	0	11	78	8	34790	
AIRPORT TOTAL	35071	94	289	75	14	7	3	0	0	11	78	8	34835	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1996

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	178	7	0	91	6	1	2	0	0	0	0	0	0	
DUBLIN	179	3	11	89	3	7	1	0	0	1	83	5	120	
PALMA DE MALLORCA	22	2	1	41	41	9	9	0	0	27	43	62	7	
PARIS (CHARLES DE GAULLE)	144	2	0	99	0	1	1	0	0	-3	87	4	152	
CHARTERED FLIGHTS(ALL ROUTES)	372	20	7	62	12	10	14	2	0	30	53	27	305	
SCHEDULED FLIGHTS(ALL ROUTES)	1145	23	15	88	6	4	2	0	0	2	88	2	652	
AIRPORT TOTAL	1517	43	22	81	8	5	5	1	0	9	77	10	957	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1996

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	517	0	10	89	7	3	1	0	0	2	82	5	540	
ATHENS	3	0	0	0	0	0	100	0	0	109	93	2	43	
DUBLIN	645	4	15	89	7	3	1	0	0	3	86	4	533	
NEW YORK (JF KENNEDY)	62	1	0	50	29	13	6	2	0	19	86	-3	101	
PALMA DE MALLORCA	112	1	6	68	13	7	12	0	0	17	57	16	75	
PARIS (CHARLES DE GAULLE)	480	1	0	90	7	3	0	0	0	2	87	3	486	
CHARTERED FLIGHTS(ALL ROUTES)	2252	24	65	54	18	14	12	2	0	29	57	25	2019	
SCHEDULED FLIGHTS(ALL ROUTES)	8256	45	114	84	8	5	3	0	0	6	84	5	8536	
AIRPORT TOTAL	10508	69	179	78	10	7	5	1	0	11	79	9	10555	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 1996

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	228	0	1	89	8	1	2	0	0	5	82	11	231	
DUBLIN	668	9	39	79	11	7	3	0	0	10	82	9	494	
PALMA DE MALLORCA	13	2	1	46	31	23	0	0	0	16	60	15	15	
PARIS (CHARLES DE GAULLE)	220	0	0	90	5	2	2	0	0	5	0	0	0	
CHARTERED FLIGHTS(ALL ROUTES)	428	25	1	50	24	16	8	1	1	29	66	17	252	
SCHEDULED FLIGHTS(ALL ROUTES)	4451	19	229	79	10	5	5	1	0	12	83	8	3797	
AIRPORT TOTAL	4879	44	230	77	11	6	5	1	0	13	82	9	4049	