# Punctuality Statistics

**Economic Regulation Group**

Aviation Data Unit

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

**Full and Summary Analysis**

**April 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.

**Contents**


| | | | |
|---|---|---|---|
| Foreword | | 4 | GO |
| Introductory Notes | | 6 | GO |
| Full Analysis – By Reporting Airport | Birmingham | 9 | GO |
| | Edinburgh | 16 | GO |
| | Gatwick | 19 | GO |
| | Glasgow | 42 | GO |
| | Heathrow | 48 | GO |
| | London City | N/A | |
| | Luton | 66 | GO |
| | Manchester | 70 | GO |
| | Newcastle | 83 | GO |
| | Stansted | 87 | GO |
| Full Analysis With Arrival / Departure Split – By Origin / Destination Airport | A | 93 | GO |
| | B | 106 | GO |
| | C – E | 117 | GO |
| | F – H | 133 | GO |
| | I – L | 149 | GO |
| | M – N | 168 | GO |
| | O – P | 187 | GO |
| | Q – S | 200 | GO |
| | T – U | 211 | GO |
| | V – Z | 221 | GO |
| Summary Analysis | | 227 | GO |

**FOREWORD**

1 CONTENT

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

2 ENQUIRIES

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

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

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

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

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.

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **BELGIUM** | | | | | | | | | | | | | | | |
| **BRUSSELS** | BMI BRITISH MIDLAND | S | 134 | 0 | 6 | 87 | 10 | 2 | 0 | 0 | 0 | 5 | 84 | 8 | 156 |
| | BRITISH AIRWAYS PLC | S | 99 | 0 | 0 | 90 | 4 | 6 | 0 | 0 | 0 | 4 | 82 | 9 | 90 |
| **TOTAL BRUSSELS** | | | **233** | **0** | **6** | **88** | **8** | **4** | **0** | **0** | **0** | **5** | **83** | **8** | 246 |
| **TOTAL BELGIUM** | | | **233** | **0** | **6** | **88** | **8** | **4** | **0** | **0** | **0** | **5** | **83** | **8** | 246 |
| **CYPRUS** | | | | | | | | | | | | | | | |
| **LARNACA** | CYPRUS AIRWAYS | S | 8 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 0 | 30 | 15 | 62 | 20 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 41 | 0 | 0 | 0 |
| **TOTAL LARNACA** | | | **17** | **0** | **0** | **6** | **47** | **41** | **6** | **0** | **0** | **36** | **33** | **47** | 27 |
| **PAPHOS** | AIR 2000 | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 100 | -9 | 18 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 13 | 0 | 38 | 0 | 0 | 50 | 56 | 21 | 16 |
| **TOTAL PAPHOS** | | | **16** | **0** | **0** | **69** | **13** | **0** | **19** | **0** | **0** | **28** | **66** | **30** | 53 |
| **TOTAL CYPRUS** | | | **33** | **0** | **0** | **36** | **30** | **21** | **12** | **0** | **0** | **32** | **55** | **36** | 80 |
| **CZECH REPUBLIC** | | | | | | | | | | | | | | | |
| **PRAGUE** | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL PRAGUE** | | | **4** | **0** | **0** | **75** | **25** | **0** | **0** | **0** | **0** | **7** | **50** | **29** | 4 |
| **TOTAL CZECH REPUBLIC** | | | **4** | **0** | **0** | **75** | **25** | **0** | **0** | **0** | **0** | **7** | **50** | **29** | 4 |
| **DENMARK** | | | | | | | | | | | | | | | |
| **BILLUND** | NEWAIR AIR SERVICE | S | 86 | 0 | 10 | 93 | 5 | 0 | 2 | 0 | 0 | 2 | 78 | 4 | 80 |
| **TOTAL BILLUND** | | | **86** | **0** | **10** | **93** | **5** | **0** | **2** | **0** | **0** | **2** | **78** | **4** | 80 |
| **COPENHAGEN** | DUO AIRWAYS LTD | S | 92 | 0 | 0 | 85 | 10 | 4 | 1 | 0 | 0 | 8 | 87 | 5 | 86 |
| **TOTAL COPENHAGEN** | | | **92** | **0** | **0** | **85** | **10** | **4** | **1** | **0** | **0** | **8** | **87** | **5** | 86 |
| **TOTAL DENMARK** | | | **178** | **0** | **10** | **89** | **7** | **2** | **2** | **0** | **0** | **5** | **83** | **5** | 166 |
| **FRANCE** | | | | | | | | | | | | | | | |
| **CHAMBERY** | BA CITIEXPRESS (IOM) LTD | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| **TOTAL CHAMBERY** | | | **4** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **0** | **19** | **20** | **43** | 5 |
| **DEAUVILLE** | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL DEAUVILLE** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | 0 |
| **LIMOGES** | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| **TOTAL LIMOGES** | | | **4** | **0** | **0** | **50** | **25** | **25** | **0** | **0** | **0** | **22** | **0** | **0** | 0 |
| **LYON** | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 21 | 67 | 19 | 3 |
| | DUO AIRWAYS LTD | S | 60 | 0 | 0 | 72 | 15 | 7 | 7 | 0 | 0 | 12 | 78 | 10 | 60 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL LYON** | | | **67** | **0** | **0** | **72** | **15** | **7** | **6** | **0** | **0** | **12** | **74** | **15** | 66 |
| **NICE** | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 67 | 17 | 18 |
| **TOTAL NICE** | | | **8** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-7** | **67** | **17** | 18 |
| **PARIS (CHARLES DE GAULLE)** | AIR FRANCE | S | 240 | 0 | 0 | 93 | 6 | 1 | 0 | 0 | 0 | 3 | 86 | 5 | 138 |
| | BRITISH AIRWAYS PLC | S | 312 | 0 | 0 | 94 | 4 | 1 | 1 | 0 | 0 | 3 | 87 | 6 | 300 |

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **TOTAL PARIS (CHARLES DE GAULLE)** | | | **552** | **0** | **0** | **93** | **5** | **1** | **1** | **0** | **0** | **3** | **87** | **6** | 438 |
| **PARIS (ORLY)** | CORSAIR | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| **TOTAL PARIS (ORLY)** | | | **2** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **0** | **24** | **0** | **0** | 0 |
| **TOTAL FRANCE** | | | **640** | **0** | **0** | **90** | **6** | **2** | **1** | **0** | **0** | **4** | **84** | **8** | 530 |
| **GERMANY** | | | | | | | | | | | | | | | |
| **COLOGNE (BONN)** | BRITISH AIRWAYS PLC | S | 37 | 0 | 7 | 73 | 11 | 8 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| **TOTAL COLOGNE (BONN)** | | | **37** | **0** | **7** | **73** | **11** | **8** | **8** | **0** | **0** | **16** | **0** | **0** | 0 |
| **DUSSELDORF** | BRITISH AIRWAYS PLC | S | 144 | 0 | 14 | 97 | 3 | 0 | 0 | 0 | 0 | -3 | 91 | 2 | 152 |
| | LUFTHANSA | S | 23 | 0 | 17 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 81 | 9 | 94 |
| | LUFTHANSA CITY LINE | S | 47 | 0 | 3 | 83 | 4 | 11 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| **TOTAL DUSSELDORF** | | | **214** | **0** | **34** | **93** | **4** | **2** | **0** | **0** | **0** | **0** | **87** | **5** | 246 |
| **FRANKFURT MAIN** | BRITISH AIRWAYS PLC | S | 153 | 1 | 0 | 90 | 7 | 3 | 1 | 0 | 0 | 5 | 76 | 12 | 144 |
| | LUFTHANSA | S | 60 | 0 | 0 | 93 | 3 | 0 | 3 | 0 | 0 | 3 | 88 | 3 | 58 |
| **TOTAL FRANKFURT MAIN** | | | **213** | **1** | **0** | **91** | **6** | **2** | **2** | **0** | **0** | **4** | **80** | **10** | 202 |
| **HAMBURG** | BRITISH AIRWAYS PLC | S | 22 | 0 | 0 | 91 | 5 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL HAMBURG** | | | **22** | **0** | **0** | **91** | **5** | **0** | **5** | **0** | **0** | **6** | **0** | **0** | 0 |
| **HANOVER** | BRITISH AIRWAYS PLC | S | 22 | 0 | 0 | 91 | 5 | 0 | 5 | 0 | 0 | -1 | 66 | 14 | 38 |
| **TOTAL HANOVER** | | | **22** | **0** | **0** | **91** | **5** | **0** | **5** | **0** | **0** | **-1** | **66** | **14** | 38 |
| **MUNICH** | BRITISH AIRWAYS PLC | S | 58 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -2 | 90 | 2 | 58 |
| | LUFTHANSA CITY LINE | S | 110 | 2 | 0 | 91 | 5 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL MUNICH** | | | **168** | **2** | **0** | **93** | **5** | **2** | **0** | **0** | **0** | **3** | **90** | **2** | 58 |
| **STUTTGART** | DUO AIRWAYS LTD | S | 91 | 1 | 0 | 97 | 1 | 2 | 0 | 0 | 0 | 0 | 94 | 2 | 50 |
| **TOTAL STUTTGART** | | | **91** | **1** | **0** | **97** | **1** | **2** | **0** | **0** | **0** | **0** | **94** | **2** | 50 |
| **TOTAL GERMANY** | | | **767** | **4** | **41** | **92** | **5** | **2** | **1** | **0** | **0** | **3** | **85** | **6** | 630 |
| **GREECE** | | | | | | | | | | | | | | | |
| **RHODES** | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 71 | 0 | 14 | 14 | 0 | 0 | 16 | 57 | 50 | 7 |
| **TOTAL RHODES** | | | **7** | **0** | **1** | **71** | **0** | **14** | **14** | **0** | **0** | **16** | **57** | **50** | 7 |
| **TOTAL GREECE** | | | **8** | **0** | **1** | **63** | **13** | **13** | **13** | **0** | **0** | **16** | **56** | **31** | 16 |
| **IRISH REPUBLIC** | | | | | | | | | | | | | | | |
| **CONNAUGHT** | AER LINGUS | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| **TOTAL CONNAUGHT** | | | **8** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-3** | **0** | **0** | 0 |
| **CORK** | AER LINGUS | S | 52 | 0 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | 1 | 98 | -1 | 50 |
| | DUO AIRWAYS LTD | S | 5 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -39 | 98 | -4 | 60 |
| **TOTAL CORK** | | | **57** | **1** | **1** | **98** | **0** | **2** | **0** | **0** | **0** | **-3** | **98** | **-2** | 110 |
| **DUBLIN** | AER LINGUS | S | 273 | 0 | 1 | 90 | 6 | 3 | 1 | 0 | 0 | 5 | 96 | 0 | 285 |
| | RYANAIR | S | 261 | 2 | 13 | 82 | 7 | 11 | 1 | 0 | 0 | 6 | 74 | 14 | 193 |
| **TOTAL DUBLIN** | | | **534** | **2** | **14** | **86** | **6** | **7** | **1** | **0** | **0** | **6** | **87** | **6** | 478 |
| **TOTAL IRISH REPUBLIC** | | | **599** | **3** | **15** | **87** | **6** | **7** | **1** | **0** | **0** | **5** | **88** | **4** | 612 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ITALY** | | | | | | | | | | | | | | | |
| **GENOA** | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| **TOTAL GENOA** | | | **2** | **0** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **31** | **0** | **0** | 0 |
| **MILAN (LINATE)** | DUO AIRWAYS LTD | S | 98 | 0 | 0 | 40 | 20 | 29 | 10 | 1 | 0 | 31 | 90 | 5 | 83 |
| **TOTAL MILAN (LINATE)** | | | **98** | **0** | **0** | **40** | **20** | **29** | **10** | **1** | **0** | **31** | **90** | **5** | 84 |
| **NAPLES** | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 19 | 0 | 0 | 0 |
| **TOTAL NAPLES** | | | **8** | **0** | **0** | **63** | **13** | **13** | **13** | **0** | **0** | **19** | **0** | **0** | 0 |
| **TOTAL ITALY** | | | **109** | **0** | **0** | **41** | **20** | **28** | **10** | **1** | **0** | **30** | **91** | **5** | 88 |
| **KAZAKHSTAN** | | | | | | | | | | | | | | | |
| **GURYEV** | KAZAKHSTAN AIRLINES | C | 8 | 0 | 0 | 0 | 13 | 38 | 50 | 0 | 0 | 88 | 0 | 0 | 0 |
| **TOTAL GURYEV** | | | **8** | **0** | **0** | **0** | **13** | **38** | **50** | **0** | **0** | **88** | **0** | **0** | 0 |
| **TOTAL KAZAKHSTAN** | | | **8** | **0** | **0** | **0** | **13** | **38** | **50** | **0** | **0** | **88** | **0** | **0** | 0 |
| **MALTA** | | | | | | | | | | | | | | | |
| **MALTA** | AIR 2000 | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 2 | 88 | 4 | 8 |
| | AIR MALTA | S | 8 | 0 | 0 | 25 | 13 | 38 | 25 | 0 | 0 | 49 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 75 | 11 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 19 | 0 | 49 | 8 |
| **TOTAL MALTA** | | | **34** | **0** | **0** | **65** | **9** | **18** | **9** | **0** | **0** | **19** | **50** | **22** | 32 |
| **TOTAL MALTA** | | | **34** | **0** | **0** | **65** | **9** | **18** | **9** | **0** | **0** | **19** | **50** | **22** | 32 |
| **NETHERLANDS** | | | | | | | | | | | | | | | |
| **AMSTERDAM** | DUO AIRWAYS LTD | S | 206 | 0 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 0 | 94 | 3 | 198 |
| | KLM | S | 240 | 0 | 0 | 90 | 7 | 3 | 1 | 0 | 0 | 3 | 86 | 9 | 230 |
| **TOTAL AMSTERDAM** | | | **446** | **0** | **0** | **93** | **5** | **2** | **0** | **0** | **0** | **2** | **89** | **6** | 432 |
| **EINDHOVEN** | B A S E BUSINESS AIRLINES | S | 80 | 0 | 0 | 81 | 1 | 15 | 3 | 0 | 0 | 11 | 97 | -5 | 31 |
| **TOTAL EINDHOVEN** | | | **80** | **0** | **0** | **81** | **1** | **15** | **3** | **0** | **0** | **11** | **97** | **-5** | 31 |
| **TOTAL NETHERLANDS** | | | **526** | **0** | **0** | **91** | **4** | **4** | **1** | **0** | **0** | **3** | **89** | **6** | 504 |
| **NORWAY** | | | | | | | | | | | | | | | |
| **BERGEN** | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| **TOTAL BERGEN** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-7** | **0** | **0** | 0 |
| **TOTAL NORWAY** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-7** | **0** | **0** | 0 |
| **PORTUGAL(EXCLUDING MADEIRA)** | | | | | | | | | | | | | | | |
| **FARO** | AIR 2000 | C | 8 | 1 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 27 | 14 | 66 | 7 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 1 | 38 | 82 | 8 |
| | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 17 | 61 | 25 | 18 |
| | MONARCH AIRLINES | C | 16 | 0 | 0 | 44 | 19 | 13 | 13 | 0 | 13 | 86 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 0 | 10 | 20 | 0 | 0 | 18 | 50 | 87 | 8 |
| **TOTAL FARO** | | | **50** | **1** | **0** | **62** | **12** | **10** | **12** | **0** | **4** | **38** | **42** | **48** | 59 |
| **TOTAL PORTUGAL(EXCLUDING MADEIRA)** | | | **50** | **1** | **0** | **62** | **12** | **10** | **12** | **0** | **4** | **38** | **42** | **48** | 59 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PORTUGAL(MADEIRA)** | | | | | | | | | | | | | | | |
| **FUNCHAL** | MONARCH AIRLINES | C | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL FUNCHAL** | | | **10** | **0** | **0** | **40** | **40** | **20** | **0** | **0** | **0** | **20** | **75** | **9** | 8 |
| **TOTAL PORTUGAL(MADEIRA)** | | | **10** | **0** | **0** | **40** | **40** | **20** | **0** | **0** | **0** | **20** | **75** | **9** | 8 |
| **SPAIN** | | | | | | | | | | | | | | | |
| **ALICANTE** | AIR 2000 | C | 7 | 0 | 1 | 71 | 29 | 0 | 0 | 0 | 0 | 13 | 50 | 15 | 6 |
| | AIR EUROPA | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -28 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 24 | 0 | 0 | 42 | 25 | 21 | 13 | 0 | 0 | 24 | 93 | 8 | 15 |
| | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 27 | 60 | 20 | 10 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 38 | 0 | 25 | 0 | 0 | 37 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 40 | 56 | 10 |
| **TOTAL ALICANTE** | | | **59** | **0** | **1** | **53** | **24** | **14** | **10** | **0** | **0** | **20** | **63** | **22** | 51 |
| **ALMERIA** | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 0 | 13 | 13 | 0 | 45 | 67 | 22 | 9 |
| **TOTAL ALMERIA** | | | **8** | **0** | **0** | **75** | **0** | **0** | **13** | **13** | **0** | **45** | **67** | **22** | 9 |
| **BARCELONA** | BRITISH AIRWAYS PLC | S | 58 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 90 | 2 | 50 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 0 | 0 | 0 |
| **TOTAL BARCELONA** | | | **60** | **0** | **0** | **98** | **0** | **0** | **2** | **0** | **0** | **-1** | **90** | **2** | 50 |
| **IBIZA** | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 17 | 0 | 0 | 0 |
| **TOTAL IBIZA** | | | **9** | **0** | **1** | **67** | **11** | **11** | **11** | **0** | **0** | **19** | **76** | **9** | 17 |
| **MAHON** | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 1 | 1 | 0 | 14 | 43 | 29 | 14 | 0 | 80 | 0 | 0 | 0 |
| **TOTAL MAHON** | | | **16** | **1** | **1** | **31** | **19** | **19** | **25** | **6** | **0** | **47** | **71** | **11** | 7 |
| **MALAGA** | AIR 2000 | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 56 | 25 | 6 | 0 | 13 | 0 | 36 | 61 | 28 | 18 |
| | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 69 | 13 | 6 | 6 | 0 | 6 | 36 | 78 | 6 | 27 |
| | LEISURE INTERNATIONAL | C | 16 | 0 | 0 | 19 | 38 | 19 | 25 | 0 | 0 | 37 | 90 | 7 | 10 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 17 | 75 | 58 | 8 |
| **TOTAL MALAGA** | | | **72** | **0** | **0** | **53** | **22** | **11** | **10** | **3** | **1** | **30** | **67** | **29** | 82 |
| **PALMA DE MALLORCA** | AIR 2000 | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 67 | 22 | 18 |
| | BRITANNIA AIRWAYS | C | 24 | 0 | 0 | 58 | 21 | 17 | 4 | 0 | 0 | 20 | 68 | 16 | 28 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 26 | 53 | 92 | 15 |
| | SPANAIR | C | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 47 | 0 | 0 | 0 |
| **TOTAL PALMA DE MALLORCA** | | | **52** | **0** | **0** | **65** | **12** | **13** | **10** | **0** | **0** | **22** | **57** | **38** | 69 |
| **TOTAL SPAIN** | | | **276** | **1** | **3** | **65** | **14** | **10** | **9** | **1** | **0** | **21** | **68** | **24** | 297 |
| **SPAIN(CANARY ISLANDS)** | | | | | | | | | | | | | | | |
| **ARRECIFE** | AIR 2000 | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -9 | 100 | -18 | 8 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 40 | 90 | 6 | 10 |
| | MONARCH AIRLINES | C | 7 | 1 | 0 | 43 | 14 | 29 | 0 | 0 | 14 | 83 | 0 | 0 | 0 |
| **TOTAL ARRECIFE** | | | **23** | **1** | **0** | **70** | **9** | **9** | **9** | **0** | **4** | **36** | **67** | **19** | 42 |
| **FUERTEVENTURA** | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 90 | 0 | 0 | 0 | 10 | 0 | 20 | 100 | 1 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 8 | 75 | 11 | 8 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL FUERTEVENTURA** | | | **18** | **0** | **0** | **83** | **0** | **6** | **6** | **6** | **0** | **15** | **88** | **6** | 16 |
| **LAS PALMAS** | AIR 2000 | C | 9 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 63 | 28 | 8 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 9 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 50 | 71 | 8 |
| **TOTAL LAS PALMAS** | | | **27** | **1** | **0** | **78** | **15** | **7** | **0** | **0** | **0** | **3** | **57** | **29** | 42 |
| **TENERIFE (SURREINA SOFIA)** | AIR 2000 | C | 25 | 1 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -6 | 100 | -2 | 9 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 71 | 14 | 17 |
| | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 13 | 38 | 50 | 0 | 0 | 0 | 32 | 88 | 8 | 8 |
| | MONARCH AIRLINES | C | 26 | 0 | 0 | 50 | 23 | 19 | 8 | 0 | 0 | 20 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 1 | 0 | 50 | 28 | 6 | 17 | 0 | 0 | 24 | 41 | 58 | 17 |
| **TOTAL TENERIFE (SURREINA SOFIA)** | | | **95** | **2** | **0** | **65** | **19** | **11** | **5** | **0** | **0** | **12** | **70** | **22** | 76 |
| **TOTAL SPAIN(CANARY ISLANDS)** | | | **163** | **4** | **0** | **70** | **15** | **9** | **5** | **1** | **1** | **14** | **68** | **21** | 176 |
| **SWEDEN** | | | | | | | | | | | | | | | |
| **GOTEBORG** | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| **TOTAL GOTEBORG** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **13** | **0** | **0** | 0 |
| **TOTAL SWEDEN** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **13** | **90** | **-12** | 10 |
| **SWITZERLAND** | | | | | | | | | | | | | | | |
| **TOTAL GENEVA** | | | **2** | **0** | **0** | **0** | **0** | **100** | **0** | **0** | **0** | **35** | **33** | **41** | 6 |
| **ZURICH** | SWISS AIRLINES | S | 104 | 0 | 0 | 70 | 14 | 9 | 7 | 0 | 0 | 18 | 52 | 17 | 50 |
| **TOTAL ZURICH** | | | **104** | **0** | **0** | **70** | **14** | **9** | **7** | **0** | **0** | **18** | **70** | **11** | 101 |
| **TOTAL SWITZERLAND** | | | **106** | **0** | **0** | **69** | **14** | **10** | **7** | **0** | **0** | **18** | **69** | **11** | 157 |
| **TUNISIA** | | | | | | | | | | | | | | | |
| **MONASTIR** | AIR 2000 | C | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 18 | 50 | 25 | 10 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 88 | 9 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 44 | 43 | 9 |
| | NOUVELAIR TUNISIE | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 |
| **TOTAL MONASTIR** | | | **24** | **0** | **0** | **75** | **13** | **8** | **4** | **0** | **0** | **8** | **59** | **26** | 27 |
| **TOTAL TUNISIA** | | | **24** | **0** | **0** | **75** | **13** | **8** | **4** | **0** | **0** | **8** | **59** | **26** | 27 |
| **TURKEY** | | | | | | | | | | | | | | | |
| **ANTALYA** | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 67 | 345 | 0 | 0 | 0 |
| **TOTAL ANTALYA** | | | **4** | **0** | **0** | **0** | **0** | **0** | **25** | **25** | **50** | **290** | **0** | **0** | 0 |
| **TOTAL IZMIR (ADNAM MENDERES)** | | | **2** | **0** | **0** | **0** | **0** | **50** | **50** | **0** | **0** | **86** | **0** | **0** | 0 |
| **TOTAL TURKEY** | | | **6** | **0** | **0** | **0** | **0** | **17** | **33** | **17** | **33** | **222** | **60** | **10** | 5 |
| **TURKMENISTAN** | | | | | | | | | | | | | | | |
| **ASHKHABAD** | TURKMENISTAN AIRLINES | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL ASHKHABAD** | | | **8** | **0** | **0** | **75** | **25** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | 0 |
| **TOTAL TURKMENISTAN** | | | **8** | **0** | **0** | **75** | **25** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **UNITED KINGDOM** | | | | | | | | | | | | | | | |
| **ABERDEEN** | BRITISH AIRWAYS PLC | S | 49 | 0 | 0 | 86 | 8 | 4 | 0 | 2 | 0 | 7 | 91 | 7 | 46 |
| **TOTAL ABERDEEN** | | | **49** | **0** | **0** | **86** | **8** | **4** | **0** | **2** | **0** | **7** | **91** | **7** | 46 |
| **BELFAST CITY** | FLYBE.BRITISH EUROPEAN | S | 204 | 0 | 0 | 91 | 3 | 2 | 2 | 1 | 0 | 7 | 95 | 0 | 198 |
| | JERSEY EUROPEAN AIRWAYS | S | 8 | 0 | 0 | 75 | 0 | 0 | 13 | 13 | 0 | 33 | 0 | 0 | 0 |
| **TOTAL BELFAST CITY** | | | **212** | **0** | **0** | **91** | **3** | **2** | **3** | **1** | **0** | **8** | **95** | **0** | 198 |
| **BELFAST INTERNATIONAL** | DUO AIRWAYS LTD | S | 212 | 0 | 0 | 97 | 1 | 1 | 0 | 0 | 0 | 2 | 96 | 2 | 203 |
| **TOTAL BELFAST INTERNATIONAL** | | | **212** | **0** | **0** | **97** | **1** | **1** | **0** | **0** | **0** | **2** | **96** | **2** | 203 |
| **CITY OF DERRY (EGLINTON)** | JERSEY EUROPEAN AIRWAYS | S | 26 | 0 | 0 | 85 | 8 | 4 | 4 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL CITY OF DERRY (EGLINTON)** | | | **26** | **0** | **0** | **85** | **8** | **4** | **4** | **0** | **0** | **7** | **79** | **13** | 24 |
| **EAST MIDLANDS** | COMMUNITY EXPRESS AIRLINES L | S | 84 | 0 | 4 | 85 | 14 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL EAST MIDLANDS** | | | **84** | **0** | **4** | **85** | **14** | **1** | **0** | **0** | **0** | **4** | **58** | **16** | 33 |
| **EDINBURGH** | BRITISH AIRWAYS PLC | S | 357 | 0 | 1 | 93 | 4 | 2 | 1 | 0 | 0 | 1 | 91 | 3 | 339 |
| **TOTAL EDINBURGH** | | | **357** | **0** | **1** | **93** | **4** | **2** | **1** | **0** | **0** | **1** | **91** | **3** | 341 |
| **GATWICK** | COMMUNITY EXPRESS AIRLINES L | S | 84 | 0 | 4 | 81 | 18 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 5 | 0 | 2 | 80 | 0 | 0 | 20 | 0 | 0 | 27 | 43 | 28 | 7 |
| **TOTAL GATWICK** | | | **89** | **1** | **6** | **81** | **17** | **1** | **1** | **0** | **0** | **8** | **30** | **43** | 10 |
| **GLASGOW** | AIR 2000 | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 63 | 20 | 8 |
| | BRITISH AIRWAYS PLC | S | 420 | 2 | 6 | 96 | 3 | 1 | 0 | 0 | 0 | 1 | 92 | 3 | 406 |
| **TOTAL GLASGOW** | | | **428** | **2** | **6** | **96** | **3** | **1** | **0** | **0** | **0** | **1** | **92** | **3** | 414 |
| **GUERNSEY** | JERSEY EUROPEAN AIRWAYS | S | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 74 | 25 | 53 |
| **TOTAL GUERNSEY** | | | **5** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-1** | **79** | **18** | 113 |
| **ISLE OF MAN** | BA CITIEXPRESS (IOM) LTD | S | 104 | 0 | 0 | 96 | 3 | 0 | 1 | 0 | 0 | 2 | 95 | 3 | 100 |
| **TOTAL ISLE OF MAN** | | | **104** | **0** | **0** | **96** | **3** | **0** | **1** | **0** | **0** | **2** | **95** | **3** | 100 |
| **JERSEY** | BMI BRITISH MIDLAND | S | 64 | 0 | 2 | 97 | 0 | 2 | 2 | 0 | 0 | 1 | 84 | 8 | 63 |
| | DUO AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | JERSEY EUROPEAN AIRWAYS | S | 119 | 0 | 0 | 83 | 4 | 4 | 8 | 1 | 0 | 11 | 85 | 42 | 13 |
| **TOTAL JERSEY** | | | **191** | **0** | **2** | **87** | **4** | **4** | **5** | **1** | **0** | **8** | **80** | **15** | 83 |
| **KIRKWALL** | BRITISH AIRWAYS PLC | S | 41 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 4 | 97 | 1 | 38 |
| **TOTAL KIRKWALL** | | | **41** | **0** | **0** | **93** | **5** | **2** | **0** | **0** | **0** | **4** | **97** | **1** | 38 |
| **MANCHESTER** | LEISURE INTL AIRWAYS LTD | C | 2 | 0 | 2 | 50 | 50 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL MANCHESTER** | | | **2** | **0** | **2** | **50** | **50** | **0** | **0** | **0** | **0** | **4** | **0** | **16** | 1 |
| **NEWCASTLE** | DUO AIRWAYS LTD | S | 157 | 0 | 3 | 94 | 3 | 1 | 3 | 0 | 0 | 2 | 92 | 0 | 142 |
| **TOTAL NEWCASTLE** | | | **157** | **0** | **3** | **94** | **3** | **1** | **3** | **0** | **0** | **2** | **92** | **0** | 142 |
| **STANSTED** | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 10 | 0 | 0 | 10 | 0 | 18 | 0 | 0 | 0 |
| **TOTAL STANSTED** | | | **10** | **0** | **0** | **80** | **10** | **0** | **0** | **10** | **0** | **18** | **0** | **0** | 0 |
| **TOTAL UNITED KINGDOM** | | | **1967** | **3** | **24** | **92** | **4** | **2** | **2** | **0** | **0** | **4** | **90** | **4** | 1747 |
| **USA** | | | | | | | | | | | | | | | |
| **CHICAGO (O'HARE)** | AMERICAN AIRLINES | S | 60 | 0 | 0 | 78 | 8 | 5 | 8 | 0 | 0 | 12 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **TOTAL CHICAGO (O'HARE)** | | | **60** | **0** | **0** | **78** | **8** | **5** | **8** | **0** | **0** | **12** | **0** | **0** | 0 |
| **NEW YORK (JF KENNEDY)** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 80 | 7 | 8 | 3 | 2 | 0 | 7 | 85 | 3 | 59 |
| **TOTAL NEW YORK (JF KENNEDY)** | | | **60** | **0** | **0** | **80** | **7** | **8** | **3** | **2** | **0** | **7** | **85** | **3** | 59 |
| **ORLANDO** | LEISURE INTL AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 46 | 33 | 53 | 3 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 0 | 71 | 0 | 29 | 0 | 0 | 47 | 29 | 46 | 7 |
| **TOTAL ORLANDO** | | | **11** | **0** | **0** | **18** | **55** | **0** | **18** | **9** | **0** | **46** | **43** | **45** | 14 |
| **TOTAL USA** | | | **131** | **0** | **0** | **74** | **11** | **6** | **7** | **2** | **0** | **13** | **77** | **11** | 73 |
| **TOTAL BIRMINGHAM** | | | **5885** | **17** | **100** | **86** | **7** | **4** | **2** | **0** | **0** | **7** | **84** | **8** | 5474 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BELGIUM** | | | | | | | | | | | | | | | |
| **BRUSSELS** | SABENA | S | 110 | 0 | 2 | 72 | 11 | 11 | 6 | 0 | 0 | 14 | 0 | 0 | 0 |
| **TOTAL BRUSSELS** | | | **110** | **0** | **2** | **72** | **11** | **11** | **6** | **0** | **0** | **14** | **0** | **0** | 0 |
| **TOTAL BELGIUM** | | | **110** | **0** | **2** | **72** | **11** | **11** | **6** | **0** | **0** | **14** | **0** | **0** | 0 |
| **DENMARK** | | | | | | | | | | | | | | | |
| **COPENHAGEN** | BMI BRITISH MIDLAND | S | 52 | 0 | 0 | 85 | 12 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| **TOTAL COPENHAGEN** | | | **52** | **1** | **1** | **85** | **12** | **4** | **0** | **0** | **0** | **8** | **0** | **0** | 0 |
| **TOTAL DENMARK** | | | **52** | **1** | **1** | **85** | **12** | **4** | **0** | **0** | **0** | **8** | **0** | **0** | 0 |
| **FRANCE** | | | | | | | | | | | | | | | |
| **PARIS (CHARLES DE GAULLE)** | AIR FRANCE | S | 60 | 0 | 90 | 48 | 2 | 0 | 0 | 50 | 0 | 149 | 0 | 0 | 0 |
| | BRITISH AIRWAYS CITIEXPRESS L | S | 46 | 0 | 0 | 87 | 9 | 0 | 2 | 2 | 0 | 12 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 111 | 0 | 0 | 94 | 5 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL PARIS (CHARLES DE GAULLE)** | | | **217** | **0** | **90** | **80** | **5** | **1** | **0** | **14** | **0** | **44** | **0** | **0** | 0 |
| **TOTAL FRANCE** | | | **217** | **0** | **90** | **80** | **5** | **1** | **0** | **14** | **0** | **44** | **0** | **0** | 0 |
| **GERMANY** | | | | | | | | | | | | | | | |
| **DORTMUND** | EUROWINGS LUFTVERKEHRS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| **TOTAL DORTMUND** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **0** | 0 |
| **DUSSELDORF** | BRITISH AIRWAYS PLC | S | 111 | 0 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| **TOTAL DUSSELDORF** | | | **113** | **0** | **0** | **87** | **8** | **4** | **2** | **0** | **0** | **5** | **0** | **0** | 0 |
| **FRANKFURT MAIN** | AERO LLOYD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| **TOTAL FRANKFURT MAIN** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **18** | **0** | **0** | 0 |
| **MUNICH** | BRITISH AIRWAYS PLC | S | 50 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| **TOTAL MUNICH** | | | **50** | **0** | **0** | **96** | **4** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | 0 |
| **TOTAL GERMANY** | | | **167** | **2** | **0** | **89** | **7** | **2** | **1** | **0** | **0** | **4** | **0** | **0** | 0 |
| **IRISH REPUBLIC** | | | | | | | | | | | | | | | |
| **DUBLIN** | AER LINGUS | S | 172 | 0 | 0 | 92 | 3 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL DUBLIN** | | | **172** | **0** | **0** | **92** | **3** | **1** | **3** | **0** | **0** | **4** | **0** | **0** | 0 |
| **TOTAL IRISH REPUBLIC** | | | **172** | **0** | **0** | **92** | **3** | **1** | **3** | **0** | **0** | **4** | **0** | **0** | 0 |
| **NETHERLANDS** | | | | | | | | | | | | | | | |
| **AMSTERDAM** | KLM UK LTD | S | 164 | 1 | 0 | 86 | 8 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL AMSTERDAM** | | | **164** | **1** | **0** | **86** | **8** | **5** | **1** | **0** | **0** | **6** | **0** | **0** | 0 |
| **TOTAL NETHERLANDS** | | | **164** | **1** | **0** | **86** | **8** | **5** | **1** | **0** | **0** | **6** | **0** | **0** | 0 |
| **PORTUGAL(EXCLUDING MADEIRA)** | | | | | | | | | | | | | | | |
| **FARO** | BMI BRITISH MIDLAND | C | 7 | 0 | 1 | 29 | 43 | 14 | 14 | 0 | 0 | 33 | 0 | 0 | 0 |
| **TOTAL FARO** | | | **7** | **1** | **1** | **29** | **43** | **14** | **14** | **0** | **0** | **33** | **0** | **0** | 0 |
| **TOTAL PORTUGAL(EXCLUDING MADEIRA)** | | | **7** | **1** | **1** | **29** | **43** | **14** | **14** | **0** | **0** | **33** | **0** | **0** | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **SPAIN** | | | | | | | | | | | | | | | |
| **ALICANTE** | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL ALICANTE** | | | **10** | **0** | **0** | **80** | **0** | **20** | **0** | **0** | **0** | **10** | **0** | **0** | 0 |
| **MALAGA** | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 57 | 43 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| **TOTAL MALAGA** | | | **7** | **0** | **0** | **57** | **43** | **0** | **0** | **0** | **0** | **12** | **0** | **0** | 0 |
| **TOTAL SPAIN** | | | **17** | **0** | **0** | **71** | **18** | **12** | **0** | **0** | **0** | **11** | **0** | **0** | 0 |
| **SPAIN(CANARY ISLANDS)** | | | | | | | | | | | | | | | |
| **TENERIFE (SURREINA SOFIA)** | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL TENERIFE (SURREINA SOFIA)** | | | **8** | **0** | **0** | **75** | **13** | **0** | **13** | **0** | **0** | **7** | **0** | **0** | 0 |
| **TOTAL SPAIN(CANARY ISLANDS)** | | | **8** | **0** | **0** | **75** | **13** | **0** | **13** | **0** | **0** | **7** | **0** | **0** | 0 |
| **SWEDEN** | | | | | | | | | | | | | | | |
| **MALMO** | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| **TOTAL MALMO** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **12** | **0** | **0** | 0 |
| **STOCKHOLM (ARLANDA)** | SAS | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| **TOTAL STOCKHOLM (ARLANDA)** | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **-2** | **0** | **0** | 0 |
| **TOTAL SWEDEN** | | | **10** | **2** | **0** | **80** | **20** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | 0 |
| **SWITZERLAND** | | | | | | | | | | | | | | | |
| **ZURICH** | SWISS AIRLINES | S | 48 | 0 | 12 | 67 | 17 | 17 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| **TOTAL ZURICH** | | | **48** | **0** | **12** | **67** | **17** | **17** | **0** | **0** | **0** | **12** | **0** | **0** | 0 |
| **TOTAL SWITZERLAND** | | | **48** | **3** | **12** | **67** | **17** | **17** | **0** | **0** | **0** | **12** | **0** | **0** | 0 |
| **UNITED KINGDOM** | | | | | | | | | | | | | | | |
| **ABERDEEN** | BMI REGIONAL | S | 117 | 2 | 14 | 87 | 9 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| | KLM UK LTD | S | 90 | 6 | 6 | 84 | 7 | 6 | 3 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL ABERDEEN** | | | **207** | **8** | **20** | **86** | **8** | **4** | **2** | **0** | **0** | **4** | **0** | **0** | 0 |
| **BELFAST CITY** | BRITISH REGIONAL AIRLINES LTD | S | 144 | 7 | 4 | 92 | 6 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL BELFAST CITY** | | | **144** | **7** | **4** | **92** | **6** | **0** | **2** | **0** | **0** | **4** | **0** | **0** | 0 |
| **BIRMINGHAM** | BRITISH AIRWAYS PLC | S | 85 | 0 | 1 | 94 | 2 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL BIRMINGHAM** | | | **85** | **0** | **1** | **94** | **2** | **2** | **1** | **0** | **0** | **3** | **0** | **0** | 0 |
| **BRISTOL** | BRITISH AIRWAYS CITIEXPRESS L | S | 145 | 6 | 5 | 89 | 5 | 4 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| **TOTAL BRISTOL** | | | **145** | **6** | **5** | **89** | **5** | **4** | **2** | **0** | **0** | **9** | **0** | **0** | 0 |
| **CARDIFF WALES** | BRITISH REGIONAL AIRLINES LTD | S | 44 | 0 | 0 | 93 | 2 | 5 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| **TOTAL CARDIFF WALES** | | | **44** | **0** | **0** | **93** | **2** | **5** | **0** | **0** | **0** | **-2** | **0** | **0** | 0 |
| **DUNDEE** | BMI REGIONAL | S | 85 | 0 | 3 | 76 | 19 | 5 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| **TOTAL DUNDEE** | | | **85** | **0** | **3** | **76** | **19** | **5** | **0** | **0** | **0** | **9** | **0** | **0** | 0 |
| **EAST MIDLANDS** | BMI BRITISH MIDLAND | S | 141 | 0 | 7 | 91 | 6 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BMI REGIONAL | S | 124 | 0 | 0 | 85 | 9 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL EAST MIDLANDS** | | | **265** | **0** | **7** | **89** | **8** | **2** | **2** | **0** | **0** | **5** | **0** | **0** | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: EDINBURGH (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| GATWICK | KLM UK LTD | S | 289 | 0 | 2 | 84 | 11 | 3 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL GATWICK** | | | **289** | **0** | **2** | **84** | **11** | **3** | **1** | **0** | **0** | **7** | **0** | **0** | 0 |
| GLASGOW | BMI BRITISH MIDLAND | S | 52 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL GLASGOW** | | | **52** | **0** | **0** | **92** | **6** | **2** | **0** | **0** | **0** | **4** | **0** | **0** | 0 |
| HEATHROW | BMI BRITISH MIDLAND | S | 479 | 0 | 4 | 83 | 12 | 5 | 1 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 624 | 5 | 0 | 89 | 10 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL HEATHROW** | | | **1103** | **5** | **4** | **86** | **11** | **3** | **0** | **0** | **0** | **6** | **0** | **0** | 0 |
| JERSEY | BMI BRITISH MIDLAND | S | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL JERSEY** | | | **8** | **2** | **0** | **63** | **38** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | 0 |
| KIRKWALL | LOGANAIR | S | 52 | 0 | 0 | 65 | 17 | 13 | 4 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL KIRKWALL** | | | **52** | **0** | **0** | **65** | **17** | **13** | **4** | **0** | **0** | **7** | **0** | **0** | 0 |
| LEEDS BRADFORD | GILL AIRWAYS | S | 120 | 0 | 0 | 98 | 0 | 0 | 3 | 0 | 0 | -2 | 0 | 0 | 0 |
| **TOTAL LEEDS BRADFORD** | | | **120** | **0** | **0** | **98** | **0** | **0** | **3** | **0** | **0** | **-2** | **0** | **0** | 0 |
| LUTON | GB AIRWAYS LTD | S | 169 | 1 | 25 | 33 | 16 | 18 | 11 | 22 | 0 | 88 | 0 | 0 | 0 |
| **TOTAL LUTON** | | | **169** | **1** | **25** | **33** | **16** | **18** | **11** | **22** | **0** | **88** | **0** | **0** | 0 |
| MANCHESTER | BMI REGIONAL | S | 146 | 0 | 2 | 75 | 8 | 2 | 14 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 208 | 3 | 3 | 92 | 5 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL MANCHESTER** | | | **354** | **3** | **5** | **85** | **6** | **2** | **6** | **0** | **0** | **7** | **0** | **0** | 0 |
| NORWICH | KLM UK LTD | S | 95 | 0 | 1 | 83 | 9 | 4 | 2 | 1 | 0 | 9 | 0 | 0 | 0 |
| **TOTAL NORWICH** | | | **95** | **0** | **1** | **83** | **9** | **4** | **2** | **1** | **0** | **9** | **0** | **0** | 0 |
| PLYMOUTH | BRITISH AIRWAYS CITIEXPRESS L | S | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL PLYMOUTH** | | | **4** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | 0 |
| SOUTHAMPTON | BRITISH REGIONAL AIRLINES LTD | S | 131 | 5 | 9 | 93 | 5 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL SOUTHAMPTON** | | | **131** | **5** | **9** | **93** | **5** | **0** | **2** | **0** | **0** | **1** | **0** | **0** | 0 |
| STANSTED | KLM UK LTD | S | 248 | 2 | 7 | 84 | 9 | 5 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL STANSTED** | | | **248** | **2** | **7** | **84** | **9** | **5** | **2** | **0** | **0** | **7** | **0** | **0** | 0 |
| SUMBURGH | BMI REGIONAL | S | 87 | 0 | 4 | 84 | 11 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| | LOGANAIR | S | 52 | 0 | 0 | 77 | 13 | 4 | 6 | 0 | 0 | 2 | 0 | 0 | 0 |
| **TOTAL SUMBURGH** | | | **139** | **0** | **4** | **81** | **12** | **4** | **3** | **0** | **0** | **2** | **0** | **0** | 0 |
| **TOTAL UNITED KINGDOM** | | | **3739** | **39** | **97** | **84** | **9** | **4** | **2** | **1** | **0** | **9** | **0** | **0** | 0 |
| **TOTAL EDINBURGH** | | | **4711** | **51** | **203** | **84** | **9** | **4** | **2** | **1** | **0** | **11** | **0** | **0** | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ALGERIA** | | | | | | | | | | | | | | | |
| **HASSI MESSAOUD** | AIR ALGERIE | C | 8 | 0 | 0 | 38 | 13 | 13 | 38 | 0 | 0 | 32 | 0 | 0 | 0 |
| **TOTAL HASSI MESSAOUD** | | | **8** | **0** | **0** | **38** | **13** | **13** | **38** | **0** | **0** | **32** | **0** | **0** | 0 |
| **ORAN ES SENIA** | AIR ALGERIE | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| **TOTAL ORAN ES SENIA** | | | **8** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-3** | **0** | **0** | 0 |
| **TOTAL ALGERIA** | | | **16** | **0** | **0** | **69** | **6** | **6** | **19** | **0** | **0** | **14** | **0** | **0** | 0 |
| **ANTIGUA AND BARBUDA** | | | | | | | | | | | | | | | |
| **ANTIGUA** | BRITANNIA AIRWAYS | C | 5 | 0 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 76 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 7 | 0 | 0 | 29 | 0 | 0 | 29 | 29 | 14 | 227 | 56 | 29 | 9 |
| **TOTAL ANTIGUA** | | | **12** | **0** | **0** | **17** | **0** | **17** | **42** | **17** | **8** | **164** | **69** | **28** | 16 |
| **TOTAL ANTIGUA AND BARBUDA** | | | **12** | **0** | **0** | **17** | **0** | **17** | **42** | **17** | **8** | **164** | **69** | **28** | 16 |
| **AUSTRALIA** | | | | | | | | | | | | | | | |
| **SYDNEY** | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 19 | 63 | 34 | 8 |
| **TOTAL SYDNEY** | | | **8** | **0** | **0** | **63** | **25** | **0** | **13** | **0** | **0** | **19** | **63** | **34** | 8 |
| **TOTAL AUSTRALIA** | | | **8** | **0** | **0** | **63** | **25** | **0** | **13** | **0** | **0** | **19** | **63** | **34** | 8 |
| **AUSTRIA** | | | | | | | | | | | | | | | |
| **GRAZ** | MONARCH AIRLINES | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 75 | 0 | 0 | 0 |
| **TOTAL GRAZ** | | | **4** | **0** | **0** | **25** | **0** | **25** | **50** | **0** | **0** | **75** | **50** | **14** | 2 |
| **INNSBRUCK** | BRITANNIA AB | C | 5 | 0 | 1 | 60 | 20 | 0 | 20 | 0 | 0 | 18 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 7 | 1 | 0 | 29 | 14 | 29 | 29 | 0 | 0 | 37 | 37 | 49 | 19 |
| **TOTAL INNSBRUCK** | | | **12** | **1** | **1** | **42** | **17** | **17** | **25** | **0** | **0** | **29** | **37** | **49** | 19 |
| **LINZ** | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 123 | 0 | 0 | 0 |
| **TOTAL LINZ** | | | **3** | **0** | **0** | **33** | **0** | **0** | **67** | **0** | **0** | **82** | **0** | **20** | 1 |
| **SALZBURG** | LAUDA-AIR | S | 118 | 0 | 0 | 89 | 10 | 1 | 0 | 0 | 0 | 2 | 88 | 8 | 60 |
| | MONARCH AIRLINES | C | 8 | 0 | 3 | 75 | 0 | 0 | 25 | 0 | 0 | 32 | 67 | 20 | 3 |
| **TOTAL SALZBURG** | | | **128** | **1** | **3** | **87** | **9** | **1** | **2** | **0** | **0** | **4** | **85** | **10** | 80 |
| **VIENNA** | AIRWORLD AVIATION LTD | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | ALL LEISURE AIRLINES LTD | C | 14 | 0 | 0 | 36 | 7 | 29 | 29 | 0 | 0 | 47 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 120 | 0 | 0 | 66 | 14 | 13 | 7 | 0 | 0 | 17 | 92 | 5 | 120 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 22 | 1 |
| | LAUDA-AIR | S | 32 | 0 | 0 | 47 | 25 | 25 | 3 | 0 | 0 | 21 | 79 | 3 | 34 |
| **TOTAL VIENNA** | | | **172** | **0** | **0** | **59** | **16** | **17** | **8** | **0** | **0** | **20** | **88** | **5** | 157 |
| **TOTAL AUSTRIA** | | | **319** | **2** | **4** | **69** | **13** | **11** | **7** | **0** | **0** | **15** | **83** | **10** | 259 |
| **AZERBAIJAN** | | | | | | | | | | | | | | | |
| **BAKU** | AZERBAIJAN AIRLINES ( AZAL ) | S | 10 | 0 | 0 | 50 | 20 | 30 | 0 | 0 | 0 | 22 | 0 | 66 | 8 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 25 | 0 | 0 | 60 | 20 | 12 | 8 | 0 | 0 | 11 | 78 | -1 | 18 |
| **TOTAL BAKU** | | | **35** | **0** | **0** | **57** | **20** | **17** | **6** | **0** | **0** | **14** | **54** | **20** | 26 |
| **TOTAL AZERBAIJAN** | | | **35** | **0** | **0** | **57** | **20** | **17** | **6** | **0** | **0** | **14** | **54** | **20** | 26 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BAHAMAS** | | | | | | | | | | | | | | | |
| **NASSAU** | BRITISH AIRWAYS PLC | S | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 28 | 86 | 6 | 7 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 62 | 0 | 0 | 0 |
| **TOTAL NASSAU** | | | **6** | **0** | **0** | **33** | **17** | **33** | **17** | **0** | **0** | **39** | **86** | **6** | 7 |
| **TOTAL BAHAMAS** | | | **6** | **0** | **0** | **33** | **17** | **33** | **17** | **0** | **0** | **39** | **86** | **6** | 7 |
| **BARBADOS** | | | | | | | | | | | | | | | |
| **BRIDGETOWN** | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 53 | 6 | 12 | 29 | 0 | 0 | 30 | 67 | 19 | 18 |
| | CALEDONIAN AIRWAYS | C | 13 | 1 | 0 | 38 | 8 | 8 | 46 | 0 | 0 | 48 | 57 | 18 | 14 |
| | LEISURE INTL AIRWAYS LTD | C | 9 | 0 | 0 | 67 | 11 | 0 | 0 | 22 | 0 | 59 | 0 | 0 | 0 |
| **TOTAL BRIDGETOWN** | | | **48** | **1** | **0** | **56** | **10** | **6** | **23** | **4** | **0** | **36** | **59** | **46** | 41 |
| **TOTAL BARBADOS** | | | **48** | **1** | **0** | **56** | **10** | **6** | **23** | **4** | **0** | **36** | **59** | **46** | 41 |
| **BELARUS** | | | | | | | | | | | | | | | |
| **MINSK** | BELAVIA (BELARUSSIAN AIRLINES | S | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -1 | 94 | -7 | 18 |
| **TOTAL MINSK** | | | **16** | **0** | **0** | **94** | **6** | **0** | **0** | **0** | **0** | **-1** | **94** | **-7** | 18 |
| **TOTAL BELARUS** | | | **16** | **0** | **0** | **94** | **6** | **0** | **0** | **0** | **0** | **-1** | **94** | **-7** | 18 |
| **BELGIUM** | | | | | | | | | | | | | | | |
| **ANTWERP** | CITY FLYER EXPRESS | S | 176 | 0 | 1 | 84 | 14 | 2 | 1 | 0 | 0 | 4 | 95 | 1 | 168 |
| **TOTAL ANTWERP** | | | **176** | **0** | **1** | **84** | **14** | **2** | **1** | **0** | **0** | **4** | **95** | **1** | 168 |
| **BRUSSELS** | BRITISH AIRWAYS (EURO OPS) LG | S | 188 | 0 | 0 | 89 | 6 | 4 | 1 | 0 | 0 | 6 | 90 | 3 | 204 |
| **TOTAL BRUSSELS** | | | **188** | **0** | **0** | **89** | **6** | **4** | **1** | **0** | **0** | **6** | **90** | **3** | 204 |
| **TOTAL BELGIUM** | | | **364** | **0** | **1** | **86** | **10** | **3** | **1** | **0** | **0** | **5** | **92** | **2** | 374 |
| **BERMUDA** | | | | | | | | | | | | | | | |
| **BERMUDA** | BRITISH AIRWAYS PLC | S | 33 | 0 | 0 | 91 | 3 | 3 | 3 | 0 | 0 | -1 | 88 | 3 | 26 |
| **TOTAL BERMUDA** | | | **33** | **0** | **0** | **91** | **3** | **3** | **3** | **0** | **0** | **-1** | **88** | **3** | 26 |
| **TOTAL BERMUDA** | | | **33** | **0** | **0** | **91** | **3** | **3** | **3** | **0** | **0** | **-1** | **88** | **3** | 26 |
| **BULGARIA** | | | | | | | | | | | | | | | |
| **SOFIA** | AIR VIA BULGARIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 38 | 0 | 0 | 76 | 13 | 8 | 3 | 0 | 0 | 6 | 100 | -5 | 26 |
| **TOTAL SOFIA** | | | **40** | **0** | **0** | **78** | **13** | **8** | **3** | **0** | **0** | **6** | **100** | **-4** | 27 |
| **TOTAL BULGARIA** | | | **40** | **0** | **0** | **78** | **13** | **8** | **3** | **0** | **0** | **6** | **100** | **-4** | 27 |
| **CAMEROON** | | | | | | | | | | | | | | | |
| **DOUALA** | CAMEROON AIRLINES | S | 9 | 1 | 0 | 0 | 0 | 78 | 11 | 0 | 11 | 136 | 50 | 35 | 4 |
| **TOTAL DOUALA** | | | **9** | **1** | **0** | **0** | **0** | **78** | **11** | **0** | **11** | **136** | **50** | **35** | 4 |
| **TOTAL CAMEROON** | | | **9** | **1** | **0** | **0** | **0** | **78** | **11** | **0** | **11** | **136** | **50** | **35** | 4 |
| **CANADA** | | | | | | | | | | | | | | | |
| **TORONTO** | AIR CLUB INTERNATIONAL | C | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 20 | 0 | 38 | 6 |
| | AIR TRANSAT | C | 13 | 0 | 0 | 46 | 31 | 15 | 8 | 0 | 0 | 13 | 38 | 71 | 8 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **TORONTO** | CANADA 3000 AIRLINES | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| **TOTAL TORONTO** | | | **28** | **0** | **0** | **61** | **21** | **7** | **11** | **0** | **0** | **11** | **21** | **57** | 14 |
| **VANCOUVER** | AIR CLUB INTERNATIONAL | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -11 | 0 | 318 | 1 |
| | AIR TRANSAT | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | CANADA 3000 AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| **TOTAL VANCOUVER** | | | **8** | **0** | **0** | **75** | **13** | **13** | **0** | **0** | **0** | **1** | **0** | **318** | 1 |
| **TOTAL CANADA** | | | **36** | **0** | **0** | **64** | **19** | **8** | **8** | **0** | **0** | **9** | **20** | **74** | 15 |
| **CAYMAN ISLANDS** | | | | | | | | | | | | | | | |
| **GRAND CAYMAN** | BRITISH AIRWAYS PLC | S | 13 | 0 | 0 | 31 | 15 | 15 | 23 | 15 | 0 | 71 | 33 | 34 | 9 |
| **TOTAL GRAND CAYMAN** | | | **13** | **0** | **0** | **31** | **15** | **15** | **23** | **15** | **0** | **71** | **33** | **34** | 9 |
| **TOTAL CAYMAN ISLANDS** | | | **13** | **0** | **0** | **31** | **15** | **15** | **23** | **15** | **0** | **71** | **33** | **34** | 9 |
| **COSTA RICA** | | | | | | | | | | | | | | | |
| **SAN JOSE COST RICA** | AIR 2000 | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 63 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| **TOTAL SAN JOSE COST RICA** | | | **8** | **0** | **0** | **88** | **0** | **0** | **13** | **0** | **0** | **6** | **0** | **0** | 0 |
| **TOTAL COSTA RICA** | | | **8** | **0** | **0** | **88** | **0** | **0** | **13** | **0** | **0** | **6** | **0** | **0** | 0 |
| **CROATIA** | | | | | | | | | | | | | | | |
| **SPLIT** | BRITANNIA AIRWAYS | C | 4 | 1 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 28 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL SPLIT** | | | **8** | **1** | **0** | **75** | **13** | **0** | **13** | **0** | **0** | **20** | **0** | **0** | 0 |
| **TOTAL CROATIA** | | | **8** | **1** | **0** | **75** | **13** | **0** | **13** | **0** | **0** | **20** | **0** | **0** | 0 |
| **CUBA** | | | | | | | | | | | | | | | |
| **CAMAGUEY** | LEISURE INTL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 162 | 0 | 131 | 4 |
| **TOTAL CAMAGUEY** | | | **2** | **0** | **0** | **0** | **0** | **0** | **50** | **50** | **0** | **162** | **0** | **131** | 4 |
| **VARADERO** | LEISURE INTL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 141 | 0 | 0 | 0 |
| **TOTAL VARADERO** | | | **2** | **0** | **0** | **0** | **0** | **0** | **100** | **0** | **0** | **141** | **0** | **0** | 0 |
| **TOTAL CUBA** | | | **4** | **0** | **0** | **0** | **0** | **0** | **75** | **25** | **0** | **151** | **0** | **131** | 4 |
| **CYPRUS** | | | | | | | | | | | | | | | |
| **AKROTIRI** | MONARCH AIRLINES | C | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 23 | 0 | 0 | 0 |
| **TOTAL AKROTIRI** | | | **5** | **0** | **0** | **60** | **0** | **20** | **20** | **0** | **0** | **23** | **0** | **0** | 0 |
| **LARNACA** | AIR 2000 | S | 33 | 0 | 0 | 61 | 24 | 15 | 0 | 0 | 0 | 12 | 67 | 14 | 24 |
| | CYPRUS AIRWAYS | S | 17 | 0 | 0 | 6 | 47 | 35 | 6 | 6 | 0 | 40 | 40 | 32 | 25 |
| **TOTAL LARNACA** | | | **50** | **1** | **1** | **42** | **32** | **22** | **2** | **2** | **0** | **21** | **55** | **21** | 56 |
| **PAPHOS** | AIR 2000 | S | 32 | 0 | 0 | 72 | 16 | 9 | 3 | 0 | 0 | 12 | 79 | 8 | 38 |
| | CYPRUS AIRWAYS | S | 16 | 0 | 0 | 44 | 25 | 19 | 13 | 0 | 0 | 31 | 44 | 20 | 16 |
| **TOTAL PAPHOS** | | | **48** | **0** | **0** | **63** | **19** | **13** | **6** | **0** | **0** | **18** | **69** | **11** | 54 |
| **TOTAL CYPRUS** | | | **103** | **1** | **1** | **52** | **24** | **17** | **5** | **1** | **0** | **20** | **62** | **16** | 110 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **DENMARK** | | | | | | | | | | | | | | | |
| **BILLUND** | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | MAERSK AIR | S | 164 | 0 | 0 | 73 | 18 | 5 | 4 | 0 | 0 | 13 | 79 | 11 | 116 |
| **TOTAL BILLUND** | | | **166** | **0** | **0** | **73** | **17** | **5** | **4** | **0** | **0** | **13** | **79** | **11** | 116 |
| **COPENHAGEN** | BRITISH AIRWAYS (EURO OPS) LG | S | 118 | 0 | 2 | 58 | 21 | 14 | 8 | 0 | 0 | 19 | 78 | 10 | 120 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 1 | 50 | 0 | 0 | 50 | 0 | 0 | 72 | 0 | 0 | 0 |
| | MAERSK AIR | S | 52 | 0 | 0 | 87 | 8 | 4 | 2 | 0 | 0 | 10 | 86 | 6 | 50 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| **TOTAL COPENHAGEN** | | | **180** | **0** | **3** | **66** | **18** | **10** | **6** | **0** | **0** | **17** | **80** | **8** | 170 |
| **KARUP** | LEISURE INTERNATIONAL | C | 6 | 0 | 0 | 33 | 50 | 0 | 17 | 0 | 0 | 32 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 5 | 0 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 38 | 0 | 0 | 0 |
| **TOTAL KARUP** | | | **12** | **0** | **0** | **17** | **50** | **8** | **25** | **0** | **0** | **41** | **0** | **0** | 0 |
| **TOTAL DENMARK** | | | **358** | **0** | **3** | **68** | **19** | **8** | **6** | **0** | **0** | **16** | **80** | **9** | 286 |
| **DOMINICAN REPUBLIC** | | | | | | | | | | | | | | | |
| **PUERTO PLATA** | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 13 | 63 | 14 | 8 |
| | LEISURE INTL AIRWAYS LTD | C | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 27 | 100 | -17 | 4 |
| **TOTAL PUERTO PLATA** | | | **19** | **0** | **0** | **58** | **11** | **11** | **21** | **0** | **0** | **19** | **81** | **2** | 16 |
| **SANTO DOMINGO** | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| **TOTAL SANTO DOMINGO** | | | **4** | **0** | **0** | **50** | **25** | **25** | **0** | **0** | **0** | **23** | **0** | **0** | 0 |
| **TOTAL DOMINICAN REPUBLIC** | | | **23** | **0** | **0** | **57** | **13** | **13** | **17** | **0** | **0** | **20** | **81** | **2** | 16 |
| **EGYPT** | | | | | | | | | | | | | | | |
| **ASWAN** | AIR 2000 | C | 10 | 0 | 0 | 70 | 20 | 0 | 10 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL ASWAN** | | | **10** | **0** | **0** | **70** | **20** | **0** | **10** | **0** | **0** | **15** | **50** | **26** | 8 |
| **HURGHADA** | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 0 | 13 | 50 | 0 | 0 | 55 | 33 | 18 | 3 |
| **TOTAL HURGHADA** | | | **8** | **0** | **0** | **38** | **0** | **13** | **50** | **0** | **0** | **55** | **46** | **17** | 13 |
| **LUXOR** | AIR 2000 | C | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 22 | 27 | 44 | 11 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 25 | 31 | 31 | 13 | 0 | 0 | 28 | 38 | 25 | 8 |
| | EXCALIBUR AIRWAYS | C | 5 | 0 | 11 | 20 | 0 | 20 | 0 | 0 | 60 | 248 | 8 | 47 | 12 |
| | MONARCH AIRLINES | C | 12 | 7 | 0 | 42 | 25 | 25 | 8 | 0 | 0 | 25 | 0 | 0 | 0 |
| **TOTAL LUXOR** | | | **41** | **7** | **11** | **32** | **24** | **29** | **7** | **0** | **7** | **53** | **23** | **40** | 31 |
| **SHARM EL SHEIKH (OPHIRA)** | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 39 | 75 | 20 | 4 |
| **TOTAL SHARM EL SHEIKH (OPHIRA)** | | | **8** | **0** | **0** | **38** | **25** | **13** | **25** | **0** | **0** | **39** | **50** | **25** | 14 |
| **TOTAL EGYPT** | | | **67** | **7** | **11** | **39** | **21** | **21** | **15** | **0** | **4** | **46** | **37** | **31** | 70 |
| **ESTONIA** | | | | | | | | | | | | | | | |
| **TALLIN** | ESTONIAN AIR | S | 34 | 0 | 0 | 79 | 15 | 3 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL TALLIN** | | | **34** | **0** | **0** | **79** | **15** | **3** | **3** | **0** | **0** | **7** | **0** | **0** | 0 |
| **TOTAL ESTONIA** | | | **34** | **0** | **0** | **79** | **15** | **3** | **3** | **0** | **0** | **7** | **0** | **0** | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FINLAND** | | | | | | | | | | | | | | | |
| **HELSINKI** | FINNAIR | S | 64 | 0 | 0 | 91 | 5 | 3 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 16 | 1 | 1 | 56 | 19 | 6 | 19 | 0 | 0 | 21 | 0 | 0 | 0 |
| **TOTAL HELSINKI** | | | **80** | **1** | **1** | **84** | **8** | **4** | **5** | **0** | **0** | **9** | **0** | **0** | 0 |
| **TURKU** | FINNAIR | S | 48 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL TURKU** | | | **48** | **0** | **0** | **81** | **13** | **4** | **2** | **0** | **0** | **6** | **0** | **0** | 0 |
| **TOTAL FINLAND** | | | **128** | **1** | **1** | **83** | **9** | **4** | **4** | **0** | **0** | **8** | **0** | **0** | 0 |
| **FRANCE** | | | | | | | | | | | | | | | |
| **AJACCIO** | AIR 2000 | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| | KLM UK LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 78 | 0 | 0 | 0 |
| **TOTAL AJACCIO** | | | **6** | **0** | **0** | **17** | **17** | **33** | **33** | **0** | **0** | **43** | **29** | **21** | 7 |
| **BORDEAUX** | AIR LIB | S | 90 | 0 | 4 | 87 | 9 | 3 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 120 | 0 | 0 | 83 | 8 | 6 | 3 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL BORDEAUX** | | | **210** | **0** | **4** | **84** | **9** | **5** | **2** | **0** | **0** | **6** | **87** | **4** | 178 |
| **BREST** | BRIT AIR | S | 58 | 0 | 2 | 93 | 5 | 2 | 0 | 0 | 0 | 5 | 88 | 7 | 60 |
| **TOTAL BREST** | | | **58** | **0** | **2** | **93** | **5** | **2** | **0** | **0** | **0** | **5** | **88** | **7** | 60 |
| **CALVI** | KLM UK LTD | C | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| **TOTAL CALVI** | | | **4** | **0** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **39** | **13** | **43** | 8 |
| **CHAMBERY** | FLIGHTLINE LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -20 | 25 | 28 | 8 |
| | KLM UK LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL CHAMBERY** | | | **9** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-8** | **53** | **17** | 15 |
| **GRENOBLE** | AIR 2000 | C | 7 | 0 | 0 | 71 | 0 | 14 | 14 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| **TOTAL GRENOBLE** | | | **10** | **0** | **1** | **70** | **10** | **10** | **10** | **0** | **0** | **19** | **50** | **18** | 6 |
| **LIMOGES** | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 68 | 57 | 29 | 7 |
| **TOTAL LIMOGES** | | | **2** | **0** | **0** | **0** | **0** | **50** | **50** | **0** | **0** | **68** | **57** | **29** | 7 |
| **LYON** | AIR 2000 | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 22 | 9 |
| | AIR LIBERTE/ TAT EUROPEAN ALN | S | 60 | 0 | 0 | 40 | 37 | 22 | 2 | 0 | 0 | 19 | 75 | 14 | 59 |
| | BRITANNIA AIRWAYS | C | 21 | 0 | 1 | 52 | 19 | 29 | 0 | 0 | 0 | 13 | 26 | 41 | 31 |
| | CALEDONIAN AIRWAYS | C | 12 | 0 | 0 | 17 | 8 | 42 | 33 | 0 | 0 | 46 | 33 | 55 | 12 |
| | EXCEL AIRWAYS LTD | C | 6 | 0 | 1 | 17 | 0 | 33 | 17 | 33 | 0 | 102 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 26 | 0 | 4 | 31 | 23 | 31 | 12 | 4 | 0 | 40 | 7 | 75 | 27 |
| | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 109 | 0 | 0 | 0 |
| **TOTAL LYON** | | | **137** | **0** | **6** | **38** | **26** | **26** | **7** | **3** | **0** | **29** | **44** | **35** | 158 |
| **MARSEILLE** | AIR LIBERTE/ TAT EUROPEAN ALN | S | 176 | 0 | 4 | 64 | 20 | 14 | 2 | 0 | 0 | 13 | 58 | 21 | 180 |
| | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| **TOTAL MARSEILLE** | | | **179** | **0** | **5** | **64** | **20** | **15** | **2** | **0** | **0** | **14** | **63** | **19** | 214 |
| **MONTPELLIER** | BRITISH AIRWAYS (EURO OPS) LG | S | 68 | 0 | 0 | 65 | 18 | 15 | 3 | 0 | 0 | 17 | 57 | 20 | 60 |
| **TOTAL MONTPELLIER** | | | **68** | **0** | **0** | **65** | **18** | **15** | **3** | **0** | **0** | **17** | **57** | **20** | 60 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **NANTES** | BRIT AIR | S | 154 | 0 | 2 | 73 | 25 | 1 | 1 | 0 | 0 | 9 | 86 | 10 | 119 |
| **TOTAL NANTES** | | | **154** | **0** | **2** | **73** | **25** | **1** | **1** | **0** | **0** | **9** | **86** | **10** | 119 |
| **NICE** | BRITISH AIRWAYS (EURO OPS) LG | S | 34 | 0 | 0 | 50 | 18 | 18 | 15 | 0 | 0 | 26 | 58 | 18 | 36 |
| **TOTAL NICE** | | | **34** | **1** | **0** | **50** | **18** | **18** | **15** | **0** | **0** | **26** | **63** | **16** | 40 |
| **PARIS (CHARLES DE GAULLE)** | BRITANNIA AIRWAYS | C | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 58 | 2 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 274 | 0 | 2 | 77 | 12 | 9 | 2 | 0 | 0 | 10 | 87 | 6 | 330 |
| | CAMEROON AIRLINES | S | 9 | 1 | 0 | 0 | 22 | 44 | 22 | 0 | 11 | 126 | 0 | 58 | 4 |
| **TOTAL PARIS (CHARLES DE GAULLE)** | | | **285** | **1** | **3** | **75** | **13** | **10** | **2** | **0** | **0** | **14** | **84** | **8** | 346 |
| **PERPIGNAN** | BRITISH AIRWAYS (EURO OPS) LG | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 80 | 14 | 10 |
| **TOTAL PERPIGNAN** | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **4** | **80** | **14** | 10 |
| **REIMS** | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -19 | 0 | 0 | 0 |
| **TOTAL REIMS** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-19** | **100** | **-23** | 1 |
| **RENNES** | BRIT AIR | S | 100 | 0 | 0 | 77 | 17 | 3 | 3 | 0 | 0 | 11 | 87 | 7 | 98 |
| **TOTAL RENNES** | | | **100** | **0** | **0** | **77** | **17** | **3** | **3** | **0** | **0** | **11** | **86** | **7** | 100 |
| **TARBES-LOURDES INTERNATIONAL** | AIR OPERATIONS EUROPE | C | 5 | 1 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 29 | 0 | 0 | 0 |
| | BRITANNIA AB | C | 3 | 1 | 1 | 33 | 0 | 67 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |
| | BRITISH WORLD AIRLINES LTD | C | 3 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | -5 | 44 | 89 | 9 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 36 | 100 | -18 | 1 |
| **TOTAL TARBES-LOURDES INTERNATIONAL** | | | **15** | **3** | **1** | **40** | **27** | **27** | **7** | **0** | **0** | **24** | **45** | **54** | 22 |
| **TOULOUSE (BLAGNAC)** | AIR 2000 | C | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 19 | 33 | 27 | 3 |
| | AIR LIB | S | 96 | 0 | 2 | 53 | 25 | 21 | 1 | 0 | 0 | 17 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 118 | 0 | 2 | 80 | 13 | 6 | 2 | 0 | 0 | 11 | 86 | 7 | 120 |
| | MONARCH AIRLINES | C | 8 | 0 | 2 | 25 | 25 | 25 | 25 | 0 | 0 | 44 | 38 | 18 | 8 |
| **TOTAL TOULOUSE (BLAGNAC)** | | | **230** | **0** | **6** | **65** | **18** | **13** | **3** | **0** | **0** | **16** | **78** | **13** | 140 |
| **TOTAL FRANCE** | | | **1512** | **6** | **30** | **69** | **17** | **11** | **3** | **0** | **0** | **14** | **74** | **14** | 1674 |
| **GAMBIA** | | | | | | | | | | | | | | | |
| **BANJUL** | AIR 2000 | C | 7 | 0 | 0 | 29 | 29 | 14 | 29 | 0 | 0 | 44 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 67 | 11 | 11 | 0 | 11 | 0 | 36 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 49 | 50 | 22 | 8 |
| **TOTAL BANJUL** | | | **24** | **0** | **0** | **33** | **21** | **25** | **17** | **4** | **0** | **43** | **50** | **22** | 8 |
| **TOTAL GAMBIA** | | | **24** | **0** | **0** | **33** | **21** | **25** | **17** | **4** | **0** | **43** | **50** | **22** | 8 |
| **GERMANY** | | | | | | | | | | | | | | | |
| **BERLIN (TEGEL)** | DEUTSCHE BA | S | 126 | 0 | 0 | 65 | 17 | 10 | 7 | 2 | 0 | 18 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 31 | 0 | 0 | 0 |
| **TOTAL BERLIN (TEGEL)** | | | **130** | **0** | **0** | **65** | **16** | **9** | **8** | **2** | **0** | **19** | **50** | **19** | 2 |
| **BREMEN** | DEUTSCHE BA | S | 175 | 0 | 0 | 91 | 7 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL BREMEN** | | | **175** | **0** | **0** | **91** | **7** | **1** | **1** | **0** | **0** | **3** | **0** | **0** | 0 |
| **COLOGNE (BONN)** | CITY FLYER EXPRESS | S | 219 | 2 | 3 | 69 | 21 | 6 | 4 | 0 | 0 | 11 | 0 | 0 | 0 |
| **TOTAL COLOGNE (BONN)** | | | **219** | **2** | **3** | **69** | **21** | **6** | **4** | **0** | **0** | **11** | **50** | **13** | 2 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **DUSSELDORF** | CITY FLYER EXPRESS | S | 55 | 0 | 1 | 84 | 13 | 0 | 4 | 0 | 0 | 4 | 63 | 14 | 120 |
| **TOTAL DUSSELDORF** | | | **55** | **0** | **1** | **84** | **13** | **0** | **4** | **0** | **0** | **4** | **63** | **14** | 120 |
| **FRANKFURT MAIN** | BRITISH AIRWAYS (EURO OPS) LG | S | 170 | 0 | 2 | 87 | 8 | 4 | 1 | 0 | 0 | 6 | 92 | 1 | 170 |
| **TOTAL FRANKFURT MAIN** | | | **170** | **0** | **2** | **87** | **8** | **4** | **1** | **0** | **0** | **6** | **92** | **1** | 170 |
| **HANOVER** | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| **TOTAL HANOVER** | | | **2** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **0** | **21** | **75** | **12** | 4 |
| **MUNICH** | DEUTSCHE BA | S | 124 | 0 | 0 | 76 | 14 | 7 | 3 | 0 | 0 | 10 | 81 | 9 | 108 |
| **TOTAL MUNICH** | | | **126** | **1** | **0** | **75** | **13** | **7** | **3** | **1** | **0** | **13** | **80** | **9** | 140 |
| **PADERBORN** | EUROWINGS LUFTVERKEHRS | S | 60 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | 0 | 50 | 23 | 60 |
| **TOTAL PADERBORN** | | | **60** | **0** | **0** | **93** | **3** | **3** | **0** | **0** | **0** | **0** | **50** | **23** | 60 |
| **TOTAL GERMANY** | | | **937** | **3** | **6** | **79** | **12** | **5** | **3** | **0** | **0** | **9** | **76** | **9** | 499 |
| **GHANA** | | | | | | | | | | | | | | | |
| **ACCRA** | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 71 | 18 | 6 | 6 | 0 | 0 | 14 | 0 | 0 | 0 |
| **TOTAL ACCRA** | | | **17** | **0** | **0** | **71** | **18** | **6** | **6** | **0** | **0** | **14** | **0** | **0** | 0 |
| **TOTAL GHANA** | | | **17** | **0** | **0** | **71** | **18** | **6** | **6** | **0** | **0** | **14** | **0** | **0** | 0 |
| **GIBRALTAR** | | | | | | | | | | | | | | | |
| **GIBRALTAR** | GB AIRWAYS LTD | S | 60 | 0 | 0 | 62 | 25 | 10 | 3 | 0 | 0 | 16 | 62 | 20 | 73 |
| **TOTAL GIBRALTAR** | | | **60** | **0** | **0** | **62** | **25** | **10** | **3** | **0** | **0** | **16** | **62** | **20** | 73 |
| **TOTAL GIBRALTAR** | | | **60** | **0** | **0** | **62** | **25** | **10** | **3** | **0** | **0** | **16** | **62** | **20** | 73 |
| **GREECE** | | | | | | | | | | | | | | | |
| **ATHENS** | AIR 2000 | C | 10 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 29 | 100 | -10 | 1 |
| | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 0 | 116 | 1 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 11 | 33 | 56 | 0 | 0 | 0 | 32 | 33 | 36 | 9 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 60 | 0 | 0 | 20 | 20 | 37 | 23 | 0 | 0 | 42 | 30 | 37 | 60 |
| | MONARCH AIRLINES | C | 78 | 1 | 3 | 50 | 13 | 14 | 21 | 3 | 0 | 35 | 38 | 60 | 42 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 50 | 0 | 0 | 78 | 6 | 14 | 2 | 0 | 0 | 9 | 83 | 0 | 48 |
| **TOTAL ATHENS** | | | **211** | **1** | **3** | **45** | **14** | **23** | **17** | **1** | **0** | **31** | **48** | **34** | 212 |
| **CORFU** | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 54 | 0 | 0 | 0 |
| **TOTAL CORFU** | | | **2** | **0** | **0** | **0** | **0** | **100** | **0** | **0** | **0** | **54** | **54** | **30** | 26 |
| **HERAKLION** | AIR 2000 | C | 8 | 0 | 1 | 63 | 13 | 13 | 13 | 0 | 0 | 21 | 50 | 19 | 6 |
| | AIR OPERATIONS EUROPE | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 56 | 25 | 19 | 0 | 0 | 0 | 15 | 100 | 0 | 1 |
| | EXCEL AIRWAYS LTD | C | 6 | 0 | 0 | 33 | 0 | 17 | 50 | 0 | 0 | 42 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 6 | 0 | 0 | 50 | 0 | 33 | 17 | 0 | 0 | 32 | 50 | 23 | 16 |
| | MONARCH AIRLINES | C | 19 | 0 | 1 | 32 | 32 | 26 | 11 | 0 | 0 | 28 | 47 | 17 | 17 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 1 | 25 | 19 | 31 | 25 | 0 | 0 | 45 | 0 | 0 | 0 |
| **TOTAL HERAKLION** | | | **73** | **0** | **4** | **41** | **21** | **23** | **15** | **0** | **0** | **29** | **46** | **29** | 72 |
| **KOS** | AIR 2000 | C | 7 | 0 | 0 | 29 | 0 | 0 | 71 | 0 | 0 | 67 | 0 | 43 | 3 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 0 | 14 | 43 | 29 | 14 | 0 | 83 | 0 | 0 | 0 |
| **TOTAL KOS** | | | **14** | **0** | **1** | **14** | **7** | **21** | **50** | **7** | **0** | **75** | **27** | **32** | 11 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PREVEZA** | ALL LEISURE AIRLINES LTD | C | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL PREVEZA** | | | **8** | **0** | **0** | **38** | **25** | **38** | **0** | **0** | **0** | **20** | **13** | **137** | 8 |
| **RHODES** | AIR 2000 | C | 7 | 0 | 1 | 71 | 14 | 0 | 14 | 0 | 0 | 12 | 38 | 65 | 8 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 43 | 0 | 43 | 14 | 0 | 0 | 35 | 11 | 33 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 2 | 44 | 38 | 13 | 6 | 0 | 0 | 21 | 0 | 0 | 0 |
| **TOTAL RHODES** | | | **30** | **0** | **3** | **50** | **23** | **17** | **10** | **0** | **0** | **22** | **38** | **38** | 61 |
| **SALONIKA** | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 13 | 1 | 1 | 46 | 15 | 15 | 23 | 0 | 0 | 30 | 0 | 0 | 0 |
| **TOTAL SALONIKA** | | | **19** | **1** | **1** | **47** | **11** | **21** | **21** | **0** | **0** | **29** | **50** | **31** | 6 |
| **TOTAL GREECE** | | | **359** | **2** | **12** | **44** | **16** | **23** | **17** | **1** | **0** | **31** | **46** | **35** | 413 |
| **GRENADA** | | | | | | | | | | | | | | | |
| **GRENADA** | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | -3 | 78 | 23 | 18 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 0 | 38 | 25 | 0 | 38 | 0 | 119 | 50 | 45 | 4 |
| **TOTAL GRENADA** | | | **24** | **0** | **0** | **58** | **17** | **13** | **0** | **13** | **0** | **37** | **73** | **27** | 22 |
| **TOTAL GRENADA** | | | **24** | **0** | **0** | **58** | **17** | **13** | **0** | **13** | **0** | **37** | **73** | **27** | 22 |
| **HUNGARY** | | | | | | | | | | | | | | | |
| **BUDAPEST** | MALEV (HUNGARIAN AIRLINES) | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 50 | 11 | 2 |
| **TOTAL BUDAPEST** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **16** | **50** | **11** | 2 |
| **TOTAL HUNGARY** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **16** | **50** | **11** | 2 |
| **ICELAND** | | | | | | | | | | | | | | | |
| **KEFLAVIK** | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -27 | 0 | 0 | 0 |
| **TOTAL KEFLAVIK** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-27** | **0** | **0** | 0 |
| **TOTAL ICELAND** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-27** | **0** | **0** | 0 |
| **INDIA** | | | | | | | | | | | | | | | |
| **DELHI** | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| **TOTAL DELHI** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **12** | **0** | **0** | 0 |
| **GOA** | BRITANNIA AIRWAYS | C | 7 | 1 | 0 | 71 | 0 | 14 | 14 | 0 | 0 | 14 | 40 | 21 | 10 |
| | CALEDONIAN AIRWAYS | C | 14 | 2 | 0 | 50 | 21 | 14 | 14 | 0 | 0 | 23 | 81 | 39 | 26 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 0 | 13 | 25 | 38 | 13 | 13 | 151 | 10 | 85 | 10 |
| **TOTAL GOA** | | | **29** | **3** | **0** | **41** | **14** | **17** | **21** | **3** | **3** | **56** | **57** | **45** | 46 |
| **TRIVANDRUM** | MONARCH AIRLINES | C | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 51 | 0 | 0 | 0 |
| **TOTAL TRIVANDRUM** | | | **6** | **2** | **0** | **67** | **0** | **17** | **17** | **0** | **0** | **42** | **0** | **0** | 0 |
| **TOTAL INDIA** | | | **37** | **5** | **0** | **46** | **14** | **16** | **19** | **3** | **3** | **52** | **57** | **45** | 46 |
| **INDONESIA** | | | | | | | | | | | | | | | |
| **BALI INTERNATIONAL** | GARUDA INDONESIA | S | 18 | 0 | 0 | 61 | 17 | 11 | 11 | 0 | 0 | 23 | 6 | 167 | 17 |
| **TOTAL BALI INTERNATIONAL** | | | **18** | **0** | **0** | **61** | **17** | **11** | **11** | **0** | **0** | **23** | **6** | **167** | 17 |
| **TOTAL INDONESIA** | | | **18** | **0** | **0** | **61** | **17** | **11** | **11** | **0** | **0** | **23** | **4** | **205** | 25 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **IRISH REPUBLIC** | | | | | | | | | | | | | | | |
| **CORK** | CITY FLYER EXPRESS | S | 144 | 0 | 2 | 80 | 10 | 9 | 1 | 0 | 0 | 8 | 68 | 11 | 60 |
| **TOTAL CORK** | | | **144** | **0** | **2** | **80** | **10** | **9** | **1** | **0** | **0** | **8** | **68** | **11** | 60 |
| **DUBLIN** | AIR 2000 | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | CITY FLYER EXPRESS | S | 241 | 0 | 1 | 79 | 13 | 6 | 2 | 0 | 0 | 10 | 79 | 8 | 198 |
| | RYANAIR | S | 243 | 0 | 10 | 79 | 12 | 8 | 1 | 0 | 0 | 8 | 78 | 12 | 175 |
| **TOTAL DUBLIN** | | | **489** | **0** | **20** | **79** | **13** | **7** | **1** | **0** | **0** | **9** | **78** | **10** | 374 |
| **SHANNON** | AB AIRLINES | S | 157 | 0 | 7 | 89 | 3 | 4 | 4 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL SHANNON** | | | **157** | **0** | **7** | **89** | **3** | **4** | **4** | **0** | **0** | **6** | **0** | **0** | 0 |
| **TOTAL IRISH REPUBLIC** | | | **790** | **0** | **29** | **81** | **10** | **7** | **2** | **0** | **0** | **8** | **77** | **10** | 434 |
| **ISRAEL** | | | | | | | | | | | | | | | |
| **OVDA** | AIR 2000 | C | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 50 | 29 | 8 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 1 | 89 | 11 | 0 | 0 | 0 | 0 | 0 | 38 | 19 | 8 |
| **TOTAL OVDA** | | | **25** | **0** | **1** | **80** | **12** | **8** | **0** | **0** | **0** | **6** | **58** | **16** | 26 |
| **TEL AVIV** | AIR 2000 | C | 26 | 0 | 2 | 46 | 23 | 19 | 12 | 0 | 0 | 25 | 35 | 35 | 34 |
| | ARKIA | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 50 | 25 | 23 | 2 | 0 | 0 | 19 | 88 | 4 | 60 |
| | CALEDONIAN AIRWAYS | C | 20 | 1 | 0 | 35 | 15 | 15 | 30 | 5 | 0 | 60 | 0 | 0 | 0 |
| | EL AL | C | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 14 | 71 | 9 | 7 |
| | MONARCH AIRLINES | C | 35 | 1 | 0 | 26 | 11 | 31 | 23 | 3 | 6 | 74 | 22 | 36 | 36 |
| **TOTAL TEL AVIV** | | | **149** | **3** | **2** | **41** | **21** | **23** | **12** | **1** | **1** | **38** | **55** | **23** | 156 |
| **TOTAL ISRAEL** | | | **174** | **3** | **3** | **47** | **20** | **21** | **10** | **1** | **1** | **34** | **55** | **22** | 182 |
| **ITALY** | | | | | | | | | | | | | | | |
| **BERGAMO** | MY TRAVEL AIRWAYS UK | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| **TOTAL BERGAMO** | | | **7** | **0** | **1** | **43** | **29** | **14** | **14** | **0** | **0** | **26** | **42** | **25** | 12 |
| **BOLOGNA** | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 100 | -4 | 1 |
| | ALITALIA | S | 60 | 0 | 0 | 48 | 25 | 23 | 3 | 0 | 0 | 20 | 70 | 10 | 60 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 80 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 12 | 0 | 0 | 33 | 25 | 8 | 33 | 0 | 0 | 46 | 65 | 18 | 17 |
| **TOTAL BOLOGNA** | | | **76** | **0** | **0** | **45** | **24** | **21** | **11** | **0** | **0** | **26** | **61** | **31** | 100 |
| **CAGLIARI (ELMAS)** | GB AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MERIDIANA AIR | S | 58 | 0 | 2 | 43 | 26 | 19 | 12 | 0 | 0 | 28 | 0 | 0 | 0 |
| **TOTAL CAGLIARI (ELMAS)** | | | **62** | **0** | **2** | **47** | **24** | **18** | **11** | **0** | **0** | **26** | **50** | **27** | 4 |
| **CATANIA (FONTANAROSSA)** | ALITALIA | S | 60 | 0 | 0 | 52 | 25 | 20 | 3 | 0 | 0 | 20 | 75 | 12 | 60 |
| | MONARCH AIRLINES | C | 6 | 2 | 0 | 50 | 0 | 33 | 17 | 0 | 0 | 33 | 33 | 60 | 6 |
| **TOTAL CATANIA (FONTANAROSSA)** | | | **67** | **4** | **1** | **51** | **22** | **22** | **4** | **0** | **0** | **21** | **71** | **16** | 73 |
| **FLORENCE** | MERIDIANA AIR | S | 58 | 0 | 2 | 48 | 28 | 12 | 12 | 0 | 0 | 23 | 67 | 15 | 120 |
| **TOTAL FLORENCE** | | | **58** | **0** | **2** | **48** | **28** | **12** | **12** | **0** | **0** | **23** | **67** | **15** | 120 |
| **GENOA** | BRITISH AIRWAYS (EURO OPS) LG | S | 115 | 1 | 0 | 57 | 18 | 20 | 4 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 43 | 0 | 64 | 1 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **TOTAL GENOA** | | | **118** | **1** | **0** | **56** | **19** | **21** | **4** | **0** | **0** | **16** | **75** | **8** | 129 |
| **MILAN (LINATE)** | BRITANNIA AB | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 43 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 112 | 0 | 0 | 35 | 20 | 39 | 6 | 0 | 0 | 28 | 88 | 5 | 60 |
| | EUROPEAN AIR CHARTER | C | 6 | 0 | 7 | 0 | 33 | 17 | 50 | 0 | 0 | 61 | 0 | 0 | 0 |
| **TOTAL MILAN (LINATE)** | | | **120** | **0** | **7** | **33** | **21** | **38** | **9** | **0** | **0** | **30** | **84** | **7** | 68 |
| **MILAN (MALPENSA)** | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 0 | 10 | 30 | 20 | 0 | 91 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 100 | -1 | 2 |
| | LEISURE INTERNATIONAL | C | 16 | 0 | 0 | 25 | 13 | 13 | 50 | 0 | 0 | 70 | 28 | 27 | 18 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 30 | 40 | 20 | 10 | 0 | 0 | 15 | 46 | 41 | 13 |
| **TOTAL MILAN (MALPENSA)** | | | **42** | **0** | **0** | **31** | **24** | **12** | **29** | **5** | **0** | **55** | **39** | **37** | 57 |
| **NAPLES** | BRITANNIA AB | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 64 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 17 | 67 | 23 | 18 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 120 | 0 | 0 | 67 | 18 | 8 | 8 | 0 | 0 | 16 | 81 | 10 | 120 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 38 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 0 | 13 | 38 | 25 | 0 | 25 | 147 | 43 | 60 | 14 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| **TOTAL NAPLES** | | | **154** | **0** | **0** | **60** | **17** | **12** | **9** | **0** | **1** | **24** | **73** | **18** | 158 |
| **PALERMO** | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 2 | 20 | 30 | 30 | 20 | 0 | 0 | 37 | 10 | 70 | 10 |
| **TOTAL PALERMO** | | | **12** | **0** | **2** | **17** | **42** | **25** | **17** | **0** | **0** | **36** | **35** | **49** | 17 |
| **PISA** | AIR 2000 | C | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 20 | 80 | 8 | 10 |
| | BRITANNIA AB | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 14 | 0 | 0 | 36 | 14 | 21 | 29 | 0 | 0 | 38 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 6 | 0 | 0 | 17 | 17 | 0 | 67 | 0 | 0 | 90 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 16 | 0 | 2 | 38 | 13 | 31 | 13 | 6 | 0 | 47 | 46 | 53 | 13 |
| **TOTAL PISA** | | | **47** | **2** | **2** | **36** | **15** | **26** | **21** | **2** | **0** | **44** | **57** | **28** | 58 |
| **RIMINI** | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| **TOTAL RIMINI** | | | **4** | **0** | **0** | **50** | **0** | **25** | **25** | **0** | **0** | **42** | **0** | **0** | 0 |
| **ROME (CIAMPINO)** | AIRWORLD AVIATION LTD | C | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 6 | 0 | 0 | 17 | 17 | 33 | 33 | 0 | 0 | 43 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 40 | 0 | 3 | 38 | 20 | 28 | 15 | 0 | 0 | 35 | 33 | 50 | 27 |
| **TOTAL ROME (CIAMPINO)** | | | **53** | **0** | **3** | **40** | **19** | **25** | **17** | **0** | **0** | **33** | **39** | **48** | 79 |
| **ROME (FIUMICINO)** | AIR LIBERTE/ TAT EUROPEAN ALN | S | 58 | 0 | 2 | 67 | 21 | 12 | 0 | 0 | 0 | 13 | 71 | 16 | 59 |
| | ALITALIA | S | 60 | 0 | 0 | 88 | 8 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 60 | 0 | 0 | 43 | 32 | 22 | 3 | 0 | 0 | 21 | 57 | 21 | 60 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| **TOTAL ROME (FIUMICINO)** | | | **180** | **0** | **2** | **66** | **21** | **12** | **1** | **0** | **0** | **13** | **64** | **19** | 119 |
| **TREVISO** | AIR 2000 | C | 6 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| **TOTAL TREVISO** | | | **7** | **1** | **4** | **57** | **0** | **43** | **0** | **0** | **0** | **19** | **0** | **0** | 0 |
| **TURIN** | AIR 2000 | C | 6 | 0 | 1 | 33 | 33 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 12 | 50 | 31 | 4 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TURIN** | MONARCH AIRLINES | C | 6 | 0 | 4 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 56 | 15 | 9 |
| **TOTAL TURIN** | | | **16** | **1** | **7** | **44** | **31** | **19** | **6** | **0** | **0** | **18** | **44** | **48** | 16 |
| **VENICE** | ALITALIA | S | 120 | 0 | 0 | 81 | 15 | 3 | 1 | 1 | 0 | 9 | 84 | 8 | 114 |
| | EXCALIBUR AIRWAYS | C | 14 | 0 | 0 | 29 | 29 | 14 | 29 | 0 | 0 | 35 | 73 | 19 | 11 |
| | EXCEL AIRWAYS LTD | C | 16 | 0 | 0 | 25 | 19 | 13 | 38 | 6 | 0 | 57 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 13 | 0 | 0 | 38 | 15 | 31 | 8 | 8 | 0 | 52 | 57 | 17 | 35 |
| **TOTAL VENICE** | | | **168** | **0** | **0** | **67** | **16** | **7** | **8** | **2** | **0** | **20** | **76** | **11** | 185 |
| **VERONA** | BRITISH AIRWAYS (EURO OPS) LG | S | 118 | 0 | 0 | 81 | 10 | 4 | 3 | 2 | 0 | 10 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 100 | -4 | 4 |
| | LEISURE INTERNATIONAL | C | 3 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 67 | 277 | 100 | 1 | 8 |
| **TOTAL VERONA** | | | **124** | **0** | **0** | **80** | **10** | **4** | **2** | **2** | **2** | **16** | **91** | **2** | 133 |
| **TOTAL ITALY** | | | **1315** | **9** | **33** | **55** | **19** | **17** | **8** | **1** | **0** | **23** | **68** | **18** | 1328 |
| **JAMAICA** | | | | | | | | | | | | | | | |
| **KINGSTON** | BRITISH AIRWAYS PLC | S | 12 | 0 | 0 | 42 | 25 | 17 | 8 | 0 | 8 | 62 | 62 | 22 | 13 |
| | TRANS JAMAICA | C | 4 | 0 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 106 | 0 | 0 | 0 |
| **TOTAL KINGSTON** | | | **16** | **0** | **0** | **31** | **25** | **19** | **13** | **6** | **6** | **73** | **53** | **27** | 15 |
| **MONTEGO BAY** | BRITISH AIRWAYS PLC | S | 13 | 0 | 0 | 15 | 38 | 15 | 23 | 0 | 8 | 74 | 0 | 71 | 13 |
| | LEISURE INTL AIRWAYS LTD | C | 11 | 0 | 0 | 18 | 18 | 27 | 36 | 0 | 0 | 62 | 0 | 80 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 9 | 0 | 91 | 7 |
| **TOTAL MONTEGO BAY** | | | **33** | **0** | **0** | **24** | **30** | **18** | **24** | **0** | **3** | **52** | **0** | **79** | 28 |
| **TOTAL JAMAICA** | | | **49** | **0** | **0** | **27** | **29** | **18** | **20** | **2** | **4** | **59** | **19** | **60** | 43 |
| **KENYA** | | | | | | | | | | | | | | | |
| **MOMBASA** | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 12 | 25 | 54 | 8 |
| | CALEDONIAN AIRWAYS | C | 9 | 0 | 0 | 22 | 11 | 33 | 33 | 0 | 0 | 49 | 40 | 41 | 25 |
| | MONARCH AIRLINES | C | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 30 | 33 | 28 | 9 |
| **TOTAL MOMBASA** | | | **27** | **0** | **0** | **56** | **4** | **26** | **15** | **0** | **0** | **30** | **36** | **41** | 42 |
| **NAIROBI** | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 56 | 19 | 13 | 13 | 0 | 0 | 23 | 0 | 0 | 0 |
| **TOTAL NAIROBI** | | | **16** | **0** | **0** | **56** | **19** | **13** | **13** | **0** | **0** | **23** | **0** | **0** | 0 |
| **TOTAL KENYA** | | | **43** | **0** | **0** | **56** | **9** | **21** | **14** | **0** | **0** | **28** | **36** | **41** | 42 |
| **LATVIA** | | | | | | | | | | | | | | | |
| **RIGA** | AIR BALTIC CORPORATION SIA | S | 59 | 1 | 0 | 95 | 2 | 3 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | RIGA AIRLINES EXPRESS | S | 44 | 0 | 0 | 73 | 9 | 14 | 5 | 0 | 0 | 15 | 38 | 45 | 34 |
| **TOTAL RIGA** | | | **103** | **1** | **0** | **85** | **5** | **8** | **2** | **0** | **0** | **5** | **65** | **24** | 93 |
| **TOTAL LATVIA** | | | **103** | **1** | **0** | **85** | **5** | **8** | **2** | **0** | **0** | **5** | **65** | **24** | 93 |
| **MALAWI** | | | | | | | | | | | | | | | |
| **LILONGWE** | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 24 | 0 | 0 | 0 |
| **TOTAL LILONGWE** | | | **8** | **0** | **0** | **50** | **25** | **13** | **13** | **0** | **0** | **24** | **0** | **0** | 0 |
| **TOTAL MALAWI** | | | **8** | **0** | **0** | **50** | **25** | **13** | **13** | **0** | **0** | **24** | **0** | **0** | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MALDIVE ISLANDS** | | | | | | | | | | | | | | | |
| **MALE INTERNATIONAL** | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 33 | 0 | 33 | 22 | 11 | 0 | 52 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 178 | 50 | 47 | 4 |
| **TOTAL MALE INTERNATIONAL** | | | **13** | **0** | **0** | **23** | **0** | **31** | **23** | **23** | **0** | **91** | **69** | **24** | 13 |
| **TOTAL MALDIVE ISLANDS** | | | **13** | **0** | **0** | **23** | **0** | **31** | **23** | **23** | **0** | **91** | **69** | **24** | 13 |
| **MALTA** | | | | | | | | | | | | | | | |
| **MALTA** | AIR 2000 | C | 16 | 0 | 0 | 56 | 19 | 13 | 13 | 0 | 0 | 24 | 75 | 19 | 8 |
| | AIR MALTA | C | 18 | 0 | 0 | 72 | 11 | 6 | 11 | 0 | 0 | 8 | 67 | 9 | 30 |
| | AIR MALTA | S | 76 | 0 | 0 | 58 | 17 | 20 | 5 | 0 | 0 | 20 | 59 | 28 | 76 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 50 | 33 | 11 | 6 | 0 | 0 | 19 | 50 | 16 | 16 |
| | LEISURE INTERNATIONAL | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 30 | 20 | 30 | 10 | 10 | 0 | 55 | 0 | 0 | 0 |
| **TOTAL MALTA** | | | **143** | **0** | **0** | **57** | **19** | **16** | **7** | **1** | **0** | **21** | **60** | **23** | 146 |
| **TOTAL MALTA** | | | **143** | **0** | **0** | **57** | **19** | **16** | **7** | **1** | **0** | **21** | **60** | **23** | 146 |
| **MAURITIUS** | | | | | | | | | | | | | | | |
| **MAURITIUS** | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 71 | 0 | 0 | 18 | 0 | 12 | 139 | 88 | 7 | 17 |
| **TOTAL MAURITIUS** | | | **17** | **0** | **0** | **71** | **0** | **0** | **18** | **0** | **12** | **139** | **88** | **7** | 17 |
| **TOTAL MAURITIUS** | | | **17** | **0** | **0** | **71** | **0** | **0** | **18** | **0** | **12** | **139** | **88** | **7** | 17 |
| **MEXICO** | | | | | | | | | | | | | | | |
| **CANCUN** | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| **TOTAL CANCUN** | | | **9** | **0** | **0** | **67** | **22** | **11** | **0** | **0** | **0** | **14** | **40** | **132** | 5 |
| **PUERTO VALLARTA** | LEISURE INTL AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| **TOTAL PUERTO VALLARTA** | | | **4** | **0** | **0** | **25** | **25** | **0** | **50** | **0** | **0** | **59** | **0** | **0** | 0 |
| **TOTAL MEXICO** | | | **13** | **0** | **0** | **54** | **23** | **8** | **15** | **0** | **0** | **28** | **40** | **132** | 5 |
| **MOROCCO** | | | | | | | | | | | | | | | |
| **AGADIR** | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GB AIRWAYS LTD | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL AGADIR** | | | **12** | **0** | **0** | **83** | **8** | **0** | **8** | **0** | **0** | **4** | **38** | **29** | 16 |
| **MARRAKESH** | GB AIRWAYS LTD | S | 14 | 0 | 0 | 57 | 21 | 21 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| **TOTAL MARRAKESH** | | | **14** | **0** | **0** | **57** | **21** | **21** | **0** | **0** | **0** | **16** | **0** | **0** | 0 |
| **TOTAL MOROCCO** | | | **26** | **0** | **0** | **69** | **15** | **12** | **4** | **0** | **0** | **10** | **39** | **26** | 23 |
| **NEPAL** | | | | | | | | | | | | | | | |
| **KATHMANDU** | ROYAL NEPAL AIRLINES | S | 15 | 0 | 1 | 47 | 20 | 20 | 13 | 0 | 0 | 28 | 33 | 143 | 18 |
| **TOTAL KATHMANDU** | | | **15** | **0** | **1** | **47** | **20** | **20** | **13** | **0** | **0** | **28** | **33** | **143** | 18 |
| **TOTAL NEPAL** | | | **15** | **0** | **1** | **47** | **20** | **20** | **13** | **0** | **0** | **28** | **33** | **143** | 18 |
| **NETHERLANDS** | | | | | | | | | | | | | | | |
| **AMSTERDAM** | CITY FLYER EXPRESS | S | 227 | 0 | 0 | 86 | 9 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 0 |
| | TRANSAVIA | S | 224 | 0 | 0 | 88 | 11 | 2 | 0 | 0 | 0 | 6 | 75 | 15 | 218 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL AMSTERDAM** | | | **452** | **0** | **0** | **87** | **10** | **3** | **1** | **0** | **0** | **6** | **74** | **15** | 219 |
| **MAASTRICHT** | B A S E BUSINESS AIRLINES | S | 83 | 0 | 47 | 58 | 36 | 4 | 2 | 0 | 0 | 15 | 90 | 4 | 78 |
| **TOTAL MAASTRICHT** | | | **83** | **0** | **47** | **58** | **36** | **4** | **2** | **0** | **0** | **15** | **90** | **4** | 78 |
| **ROTTERDAM** | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | CITY FLYER EXPRESS | S | 221 | 0 | 1 | 90 | 6 | 3 | 1 | 0 | 0 | 5 | 83 | 8 | 191 |
| **TOTAL ROTTERDAM** | | | **223** | **0** | **1** | **90** | **6** | **3** | **1** | **0** | **0** | **5** | **83** | **8** | 191 |
| **TOTAL NETHERLANDS** | | | **758** | **0** | **48** | **84** | **12** | **3** | **1** | **0** | **0** | **6** | **80** | **11** | 488 |
| **NIGERIA** | | | | | | | | | | | | | | | |
| **KANO** | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL KANO** | | | **8** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | 0 |
| **LAGOS** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 67 | 15 | 13 | 5 | 0 | 0 | 15 | 67 | 28 | 60 |
| **TOTAL LAGOS** | | | **60** | **0** | **0** | **67** | **15** | **13** | **5** | **0** | **0** | **15** | **67** | **28** | 60 |
| **TOTAL NIGERIA** | | | **68** | **0** | **0** | **71** | **13** | **12** | **4** | **0** | **0** | **14** | **67** | **28** | 60 |
| **NORWAY** | | | | | | | | | | | | | | | |
| **BERGEN** | BRAATHENS ASA | S | 66 | 0 | 1 | 82 | 18 | 0 | 0 | 0 | 0 | 6 | 90 | -1 | 60 |
| **TOTAL BERGEN** | | | **66** | **0** | **1** | **82** | **18** | **0** | **0** | **0** | **0** | **6** | **90** | **-1** | 60 |
| **GEILO (DAGALI)** | KLM UK LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL GEILO (DAGALI)** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **15** | **0** | **0** | 0 |
| **KRISTIANSAND (KJEVIK)** | MAERSK AIR | S | 52 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 84 | 9 | 50 |
| **TOTAL KRISTIANSAND (KJEVIK)** | | | **52** | **0** | **0** | **81** | **13** | **6** | **0** | **0** | **0** | **8** | **84** | **9** | 50 |
| **OSLO (FORNEBU)** | BRAATHENS ASA | S | 76 | 0 | 0 | 82 | 16 | 3 | 0 | 0 | 0 | 8 | 91 | 0 | 78 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 51 | 0 | 1 | 76 | 14 | 10 | 0 | 0 | 0 | 9 | 88 | 3 | 50 |
| **TOTAL OSLO (FORNEBU)** | | | **127** | **0** | **1** | **80** | **15** | **6** | **0** | **0** | **0** | **8** | **90** | **1** | 128 |
| **STAVANGER** | BRITISH AIRWAYS (EURO OPS) LG | S | 52 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 94 | 5 | 50 |
| **TOTAL STAVANGER** | | | **52** | **0** | **0** | **77** | **15** | **8** | **0** | **0** | **0** | **10** | **94** | **5** | 50 |
| **TOTAL NORWAY** | | | **299** | **0** | **2** | **80** | **16** | **5** | **0** | **0** | **0** | **8** | **89** | **3** | 290 |
| **PAKISTAN** | | | | | | | | | | | | | | | |
| **ISLAMABAD** | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 50 | 33 | 11 | 6 | 0 | 0 | 19 | 50 | 28 | 16 |
| **TOTAL ISLAMABAD** | | | **18** | **0** | **0** | **50** | **33** | **11** | **6** | **0** | **0** | **19** | **50** | **28** | 16 |
| **TOTAL PAKISTAN** | | | **18** | **0** | **0** | **50** | **33** | **11** | **6** | **0** | **0** | **19** | **50** | **28** | 16 |
| **PHILIPPINES** | | | | | | | | | | | | | | | |
| **MANILA** | PHILIPPINE AIRLINES | S | 25 | 1 | 0 | 20 | 20 | 12 | 32 | 12 | 4 | 110 | 31 | 116 | 26 |
| **TOTAL MANILA** | | | **25** | **1** | **0** | **20** | **20** | **12** | **32** | **12** | **4** | **110** | **31** | **116** | 26 |
| **TOTAL PHILIPPINES** | | | **25** | **1** | **0** | **20** | **20** | **12** | **32** | **12** | **4** | **110** | **31** | **116** | 26 |
| **PORTUGAL(EXCLUDING MADEIRA)** | | | | | | | | | | | | | | | |
| **FARO** | AIR 2000 | C | 19 | 1 | 0 | 53 | 21 | 21 | 5 | 0 | 0 | 21 | 35 | 45 | 26 |
| | AIR OPERATIONS EUROPE | C | 16 | 0 | 0 | 38 | 31 | 13 | 19 | 0 | 0 | 34 | 29 | 151 | 28 |
| | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FARO** | BRITANNIA AB | C | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 31 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 57 | 14 | 29 | 0 | 0 | 0 | 21 | 17 | 47 | 12 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 110 | 0 | 0 | 65 | 16 | 14 | 5 | 0 | 0 | 13 | 79 | 8 | 112 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 72 | 80 | 9 | 20 |
| | EXCEL AIRWAYS LTD | C | 14 | 1 | 2 | 36 | 14 | 29 | 14 | 7 | 0 | 53 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 10 | 0 | 2 | 30 | 20 | 20 | 30 | 0 | 0 | 40 | 33 | 49 | 52 |
| | MONARCH AIRLINES | C | 56 | 0 | 0 | 27 | 18 | 30 | 21 | 4 | 0 | 47 | 26 | 80 | 39 |
| | MY TRAVEL AIRWAYS UK | C | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| **TOTAL FARO** | | | **264** | **2** | **4** | **50** | **19** | **19** | **12** | **1** | **0** | **27** | **53** | **41** | 337 |
| **LISBON** | BRITANNIA AB | C | 12 | 0 | 0 | 33 | 8 | 50 | 8 | 0 | 0 | 31 | 0 | 0 | 0 |
| | EUROPEAN AIR CHARTER | C | 9 | 3 | 2 | 78 | 0 | 0 | 11 | 11 | 0 | 51 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 100 | -8 | 2 |
| | SATA | C | 14 | 2 | 2 | 64 | 29 | 0 | 7 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL LISBON** | | | **43** | **5** | **4** | **56** | **16** | **19** | **7** | **2** | **0** | **27** | **70** | **18** | 10 |
| **TOTAL PORTUGAL(EXCLUDING MADEIRA)** | | | **307** | **7** | **8** | **50** | **18** | **19** | **11** | **1** | **0** | **27** | **54** | **40** | 348 |
| **PORTUGAL(MADEIRA)** | | | | | | | | | | | | | | | |
| **FUNCHAL** | AIR 2000 | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 7 | 75 | 28 | 8 |
| | AIR ATLANTA ICELANDIC | C | 6 | 0 | 0 | 33 | 0 | 17 | 50 | 0 | 0 | 40 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | EXCALIBUR AIRWAYS | C | 12 | 0 | 0 | 42 | 25 | 33 | 0 | 0 | 0 | 20 | 81 | 29 | 16 |
| | GB AIRWAYS LTD | S | 26 | 0 | 0 | 81 | 8 | 8 | 4 | 0 | 0 | 6 | 46 | 14 | 26 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 35 | 30 | 25 | 10 | 0 | 0 | 23 | 75 | 36 | 16 |
| **TOTAL FUNCHAL** | | | **84** | **0** | **0** | **58** | **19** | **15** | **7** | **0** | **0** | **15** | **66** | **24** | 71 |
| **TOTAL PORTUGAL(MADEIRA)** | | | **84** | **0** | **0** | **58** | **19** | **15** | **7** | **0** | **0** | **15** | **66** | **24** | 71 |
| **PUERTO RICO** | | | | | | | | | | | | | | | |
| **SAN JUAN (PUERTO RICO)** | BRITANNIA AIRWAYS | C | 11 | 1 | 1 | 36 | 0 | 27 | 27 | 9 | 0 | 56 | 50 | 36 | 6 |
| | BRITISH AIRWAYS PLC | S | 9 | 0 | 0 | 33 | 33 | 11 | 0 | 22 | 0 | 73 | 78 | 9 | 9 |
| **TOTAL SAN JUAN (PUERTO RICO)** | | | **20** | **1** | **1** | **35** | **15** | **20** | **15** | **15** | **0** | **64** | **67** | **20** | 15 |
| **TOTAL PUERTO RICO** | | | **20** | **1** | **1** | **35** | **15** | **20** | **15** | **15** | **0** | **64** | **67** | **20** | 15 |
| **QATAR** | | | | | | | | | | | | | | | |
| **DOHA** | QATAR AIRWAYS | S | 17 | 0 | 0 | 65 | 18 | 0 | 18 | 0 | 0 | 23 | 40 | 52 | 10 |
| **TOTAL DOHA** | | | **17** | **0** | **0** | **65** | **18** | **0** | **18** | **0** | **0** | **23** | **40** | **52** | 10 |
| **TOTAL QATAR** | | | **17** | **0** | **0** | **65** | **18** | **0** | **18** | **0** | **0** | **23** | **40** | **52** | 10 |
| **REPUBLIC OF SOUTH AFRICA** | | | | | | | | | | | | | | | |
| **JOHANNESBURG** | CALEDONIAN AIRWAYS | C | 11 | 0 | 0 | 27 | 18 | 18 | 18 | 18 | 0 | 73 | 0 | 0 | 0 |
| **TOTAL JOHANNESBURG** | | | **11** | **0** | **0** | **27** | **18** | **18** | **18** | **18** | **0** | **73** | **0** | **0** | 0 |
| **TOTAL REPUBLIC OF SOUTH AFRICA** | | | **11** | **0** | **0** | **27** | **18** | **18** | **18** | **18** | **0** | **73** | **0** | **0** | 0 |
| **REPUBLIC OF YEMEN** | | | | | | | | | | | | | | | |
| **SANAA** | YEMENIA | S | 18 | 0 | 0 | 50 | 6 | 17 | 17 | 11 | 0 | 52 | 6 | 77 | 16 |
| **TOTAL SANAA** | | | **18** | **0** | **0** | **50** | **6** | **17** | **17** | **11** | **0** | **52** | **6** | **77** | 16 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL REPUBLIC OF YEMEN** | | | **18** | **0** | **0** | **50** | **6** | **17** | **17** | **11** | **0** | **52** | **6** | **77** | 16 |
| **RUMANIA** | | | | | | | | | | | | | | | |
| **BUCHAREST (OTOPENI)** | BRITISH AIRWAYS (EURO OPS) LG | S | 24 | 0 | 0 | 54 | 13 | 21 | 13 | 0 | 0 | 24 | 67 | 14 | 24 |
| **TOTAL BUCHAREST (OTOPENI)** | | | **24** | **0** | **0** | **54** | **13** | **21** | **13** | **0** | **0** | **24** | **67** | **14** | 24 |
| **TOTAL RUMANIA** | | | **24** | **0** | **0** | **54** | **13** | **21** | **13** | **0** | **0** | **24** | **67** | **14** | 24 |
| **RUSSIA** | | | | | | | | | | | | | | | |
| **MOSCOW (SHEREMETYEVO)** | BRITISH AIRWAYS (EURO OPS) LG | S | 60 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 5 | 85 | 1 | 40 |
| **TOTAL MOSCOW (SHEREMETYEVO)** | | | **60** | **0** | **0** | **85** | **10** | **5** | **0** | **0** | **0** | **5** | **85** | **1** | 40 |
| **ST PETERSBURG** | AEROFLOT | S | 16 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 24 | 0 | 0 | 0 |
| **TOTAL ST PETERSBURG** | | | **16** | **0** | **0** | **63** | **25** | **0** | **13** | **0** | **0** | **24** | **0** | **0** | 0 |
| **TOTAL RUSSIA** | | | **76** | **0** | **0** | **80** | **13** | **4** | **3** | **0** | **0** | **9** | **85** | **1** | 40 |
| **SEYCHELLES** | | | | | | | | | | | | | | | |
| **SEYCHELLES** | AIR SEYCHELLES | S | 16 | 0 | 0 | 69 | 13 | 0 | 6 | 6 | 6 | 74 | 28 | 37 | 18 |
| **TOTAL SEYCHELLES** | | | **16** | **0** | **0** | **69** | **13** | **0** | **6** | **6** | **6** | **74** | **28** | **37** | 18 |
| **TOTAL SEYCHELLES** | | | **16** | **0** | **0** | **69** | **13** | **0** | **6** | **6** | **6** | **74** | **28** | **37** | 18 |
| **SPAIN** | | | | | | | | | | | | | | | |
| **ALICANTE** | AIR 2000 | C | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 10 | 65 | 13 | 20 |
| | AIR EUROPA | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 71 | 0 | 0 | 0 |
| | AIR OPERATIONS EUROPE | C | 6 | 0 | 0 | 17 | 50 | 0 | 33 | 0 | 0 | 43 | 22 | 95 | 18 |
| | BRITANNIA AB | C | 22 | 0 | 0 | 14 | 14 | 23 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 24 | 0 | 0 | 42 | 8 | 33 | 17 | 0 | 0 | 36 | 64 | 20 | 28 |
| | CALEDONIAN AIRWAYS | C | 10 | 0 | 0 | 30 | 20 | 10 | 10 | 10 | 20 | 176 | 0 | 29 | 2 |
| | EXCEL AIRWAYS LTD | C | 23 | 1 | 1 | 61 | 9 | 17 | 9 | 0 | 4 | 52 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 14 | 0 | 0 | 64 | 14 | 0 | 21 | 0 | 0 | 27 | 71 | 16 | 17 |
| | MONARCH AIRLINES | C | 45 | 1 | 2 | 27 | 24 | 20 | 29 | 0 | 0 | 47 | 49 | 29 | 51 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 17 | 39 | 22 | 17 | 6 | 0 | 42 | 0 | 0 | 0 |
| | VIVA | C | 12 | 2 | 0 | 33 | 50 | 0 | 17 | 0 | 0 | 39 | 0 | 0 | 0 |
| **TOTAL ALICANTE** | | | **194** | **4** | **3** | **37** | **21** | **17** | **22** | **1** | **2** | **49** | **50** | **39** | 188 |
| **ALMERIA** | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 44 | 26 | 9 |
| | EXCALIBUR AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 13 | 0 | 29 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 0 | 13 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| **TOTAL ALMERIA** | | | **24** | **0** | **0** | **46** | **17** | **21** | **17** | **0** | **0** | **29** | **32** | **27** | 25 |
| **BARCELONA** | AIR 2000 | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 40 | 24 | 10 |
| | AIR EUROPA | S | 52 | 0 | 0 | 54 | 13 | 21 | 10 | 2 | 0 | 28 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 12 | 0 | 0 | 50 | 8 | 33 | 8 | 0 | 0 | 25 | 56 | 18 | 9 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 10 | 0 | 0 | 10 | 20 | 10 | 60 | 0 | 0 | 50 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 16 | 0 | 0 | 13 | 13 | 31 | 44 | 0 | 0 | 62 | 27 | 66 | 11 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 127 | 0 | 0 | 0 |
| **TOTAL BARCELONA** | | | **98** | **0** | **0** | **39** | **14** | **24** | **19** | **3** | **0** | **40** | **32** | **54** | 38 |
| **BILBAO** | AIR 2000 | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 50 | 9 | 2 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 12 | 50 | 12 | 4 |

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| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **BILBAO** | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 101 | 0 | 0 | 0 |
| **TOTAL BILBAO** | | | **16** | **0** | **0** | **63** | **19** | **6** | **13** | **0** | **0** | **21** | **70** | **13** | 20 |
| **GERONA** | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 21 | 1 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL GERONA** | | | **11** | **0** | **0** | **73** | **18** | **9** | **0** | **0** | **0** | **10** | **67** | **12** | 9 |
| **IBIZA** | AIR 2000 | C | 8 | 0 | 2 | 75 | 0 | 13 | 13 | 0 | 0 | 18 | 80 | 7 | 5 |
| | BRITANNIA AIRWAYS | C | 9 | 1 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 6 | 38 | 49 | 8 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | EXCALIBUR AIRWAYS | C | 4 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 131 | 36 | 24 | 14 |
| | MY TRAVEL AIRWAYS UK | C | 14 | 1 | 0 | 57 | 7 | 0 | 21 | 7 | 7 | 86 | 0 | 0 | 0 |
| **TOTAL IBIZA** | | | **43** | **2** | **2** | **63** | **12** | **2** | **14** | **7** | **2** | **50** | **53** | **24** | 51 |
| **JEREZ** | MONARCH AIRLINES | C | 7 | 1 | 1 | 14 | 14 | 0 | 71 | 0 | 0 | 71 | 0 | 0 | 0 |
| **TOTAL JEREZ** | | | **7** | **1** | **1** | **14** | **14** | **0** | **71** | **0** | **0** | **71** | **0** | **116** | 6 |
| **MADRID** | AIR 2000 | C | 6 | 1 | 1 | 33 | 0 | 33 | 33 | 0 | 0 | 60 | 45 | 18 | 11 |
| | AIR EUROPA | S | 54 | 0 | 0 | 59 | 13 | 20 | 6 | 2 | 0 | 23 | 0 | 0 | 0 |
| | AIR EUROPA | C | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 33 | 57 | 6 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 180 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 6 | 89 | 3 | 180 |
| | EXCALIBUR AIRWAYS | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| | IBERIA | S | 44 | 0 | 0 | 73 | 20 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 30 | 20 | 30 | 20 | 0 | 0 | 32 | 63 | 18 | 8 |
| | SPANAIR | C | 16 | 0 | 0 | 44 | 13 | 38 | 6 | 0 | 0 | 30 | 72 | 13 | 18 |
| **TOTAL MADRID** | | | **326** | **1** | **1** | **72** | **13** | **10** | **4** | **0** | **0** | **13** | **84** | **6** | 343 |
| **MAHON** | BRITANNIA AB | C | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 20 | 3 |
| | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 254 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 9 | 0 | 1 | 67 | 11 | 0 | 22 | 0 | 0 | 23 | 22 | 41 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 12 | 0 | 1 | 50 | 8 | 25 | 8 | 8 | 0 | 42 | 0 | 0 | 0 |
| **TOTAL MAHON** | | | **32** | **1** | **3** | **66** | **6** | **9** | **9** | **9** | **0** | **39** | **47** | **36** | 34 |
| **MALAGA** | AIR 2000 | C | 19 | 0 | 0 | 58 | 11 | 5 | 26 | 0 | 0 | 30 | 50 | 19 | 20 |
| | AIR EUROPA | C | 6 | 0 | 0 | 33 | 17 | 33 | 17 | 0 | 0 | 37 | 0 | 0 | 0 |
| | AIR OPERATIONS EUROPE | C | 31 | 2 | 2 | 32 | 16 | 16 | 26 | 10 | 0 | 62 | 7 | 176 | 30 |
| | BRITANNIA AB | C | 14 | 0 | 1 | 43 | 14 | 21 | 21 | 0 | 0 | 29 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 16 | 1 | 0 | 44 | 44 | 13 | 0 | 0 | 0 | 18 | 50 | 19 | 24 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 136 | 0 | 0 | 58 | 24 | 10 | 9 | 0 | 0 | 20 | 69 | 13 | 140 |
| | CALEDONIAN AIRWAYS | C | 20 | 0 | 0 | 35 | 15 | 20 | 30 | 0 | 0 | 36 | 42 | 61 | 45 |
| | EXCEL AIRWAYS LTD | C | 32 | 0 | 2 | 59 | 16 | 13 | 13 | 0 | 0 | 18 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 44 | 1 | 6 | 52 | 27 | 5 | 7 | 5 | 5 | 53 | 61 | 33 | 44 |
| | MONARCH AIRLINES | C | 77 | 1 | 0 | 34 | 22 | 17 | 19 | 8 | 0 | 47 | 36 | 52 | 55 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 38 | 19 | 13 | 31 | 0 | 0 | 49 | 20 | 54 | 5 |
| **TOTAL MALAGA** | | | **411** | **5** | **15** | **48** | **22** | **12** | **15** | **3** | **0** | **34** | **57** | **38** | 499 |
| **MURCIA SAN JAVIER** | GB AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 27 | 66 | 15 |
| | GB AIRWAYS LTD | S | 18 | 0 | 0 | 78 | 6 | 17 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL MURCIA SAN JAVIER** | | | **27** | **0** | **0** | **74** | **7** | **19** | **0** | **0** | **0** | **11** | **42** | **42** | 33 |

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| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **PALMA DE MALLORCA** | AIR 2000 | C | 26 | 0 | 1 | 73 | 12 | 8 | 8 | 0 | 0 | 8 | 59 | 37 | 29 |
| | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 23 | 0 | 99 | 4 |
| | ALL LEISURE AIRLINES LTD | C | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 73 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 48 | 1 | 1 | 58 | 23 | 13 | 4 | 2 | 0 | 23 | 60 | 16 | 43 |
| | CENTENNIAL AIRLINES | S | 28 | 0 | 0 | 32 | 29 | 32 | 7 | 0 | 0 | 33 | 100 | 0 | 8 |
| | EXCEL AIRWAYS LTD | C | 7 | 0 | 1 | 14 | 14 | 0 | 29 | 0 | 43 | 262 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 11 | 1 | 2 | 9 | 27 | 9 | 36 | 9 | 9 | 134 | 33 | 46 | 18 |
| | MONARCH AIRLINES | C | 44 | 0 | 2 | 34 | 14 | 16 | 23 | 9 | 5 | 76 | 19 | 67 | 32 |
| | MY TRAVEL AIRWAYS UK | C | 44 | 1 | 0 | 45 | 5 | 20 | 20 | 9 | 0 | 51 | 0 | 0 | 0 |
| **TOTAL PALMA DE MALLORCA** | | | **214** | **3** | **7** | **43** | **17** | **17** | **15** | **5** | **3** | **54** | **46** | **38** | 185 |
| **REUS** | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 7 |
| **TOTAL REUS** | | | **9** | **0** | **0** | **78** | **22** | **0** | **0** | **0** | **0** | **3** | **100** | **0** | 7 |
| **SANTIAGO DE COMPOSTELA (SPAIN)** | IBERIA | S | 60 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | -6 | 92 | -2 | 60 |
| | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 0 | 0 | 0 |
| **TOTAL SANTIAGO DE COMPOSTELA (SPAIN)** | | | **66** | **0** | **0** | **94** | **3** | **2** | **2** | **0** | **0** | **-3** | **88** | **0** | 64 |
| **SEVILLE** | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 28 | 0 | 0 | 0 |
| **TOTAL SEVILLE** | | | **4** | **0** | **0** | **50** | **0** | **25** | **25** | **0** | **0** | **28** | **100** | **-6** | 4 |
| **VALENCIA** | AIR 2000 | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 33 | 23 | 6 |
| | GB AIRWAYS LTD | S | 40 | 0 | 0 | 73 | 13 | 5 | 10 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL VALENCIA** | | | **44** | **0** | **0** | **70** | **11** | **9** | **9** | **0** | **0** | **21** | **38** | **22** | 8 |
| **VITORIA** | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 53 | 100 | 1 | 4 |
| **TOTAL VITORIA** | | | **4** | **0** | **0** | **0** | **25** | **50** | **25** | **0** | **0** | **53** | **100** | **1** | 4 |
| **TOTAL SPAIN** | | | **1530** | **17** | **32** | **55** | **17** | **13** | **13** | **2** | **1** | **33** | **61** | **28** | 1532 |
| **SPAIN(CANARY ISLANDS)** | | | | | | | | | | | | | | | |
| **ARRECIFE** | AIR 2000 | C | 24 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 7 | 88 | 4 | 16 |
| | AIR OPERATIONS EUROPE | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 8 | 67 | 14 | 18 |
| | CALEDONIAN AIRWAYS | C | 16 | 0 | 0 | 25 | 31 | 6 | 13 | 13 | 13 | 110 | 63 | 25 | 8 |
| | EXCEL AIRWAYS LTD | C | 16 | 0 | 0 | 0 | 6 | 63 | 25 | 6 | 0 | 58 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 32 | 0 | 0 | 41 | 28 | 9 | 16 | 6 | 0 | 48 | 71 | 9 | 28 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 44 | 25 | 6 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| **TOTAL ARRECIFE** | | | **124** | **1** | **0** | **51** | **18** | **14** | **12** | **4** | **2** | **42** | **66** | **17** | 126 |
| **FUERTEVENTURA** | AIR 2000 | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 12 | 80 | 5 | 10 |
| | BRITANNIA AB | C | 8 | 0 | 0 | 13 | 13 | 50 | 25 | 0 | 0 | 50 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 13 | 50 | 29 | 18 |
| | EXCEL AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 11 | 68 | 13 | 22 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 19 | 6 | 50 | 25 | 0 | 0 | 50 | 0 | 0 | 0 |
| **TOTAL FUERTEVENTURA** | | | **66** | **0** | **0** | **50** | **12** | **26** | **12** | **0** | **0** | **26** | **58** | **18** | 76 |
| **LAS PALMAS** | AIR 2000 | C | 27 | 1 | 1 | 67 | 22 | 7 | 4 | 0 | 0 | 13 | 70 | 26 | 20 |
| | AIR EUROPA | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 177 | 10 |
| | BRITANNIA AB | C | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 61 | 11 | 22 | 6 | 0 | 0 | 20 | 44 | 27 | 16 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **LAS PALMAS** | CALEDONIAN AIRWAYS | C | 7 | 0 | 1 | 71 | 0 | 29 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 6 | 0 | 0 | 17 | 17 | 33 | 0 | 33 | 0 | 86 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 63 | 12 | 8 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 10 | 30 | 25 | 20 | 15 | 0 | 67 | 13 | 30 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 26 | 0 | 0 | 46 | 23 | 12 | 15 | 0 | 4 | 86 | 0 | 0 | 0 |
| **TOTAL LAS PALMAS** | | | **118** | **1** | **2** | **50** | **20** | **16** | **8** | **4** | **1** | **43** | **55** | **33** | 105 |
| **TENERIFE (SURREINA SOFIA)** | AIR 2000 | C | 44 | 0 | 0 | 70 | 11 | 7 | 9 | 2 | 0 | 18 | 63 | 16 | 35 |
| | AIR EUROPA | C | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 17 | 43 | 62 | 7 |
| | AIR OPERATIONS EUROPE | C | 9 | 2 | 0 | 11 | 22 | 11 | 56 | 0 | 0 | 65 | 35 | 37 | 17 |
| | BRITANNIA AB | C | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 44 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 33 | 0 | 0 | 36 | 18 | 33 | 9 | 3 | 0 | 37 | 59 | 21 | 32 |
| | CALEDONIAN AIRWAYS | C | 28 | 0 | 0 | 46 | 14 | 14 | 25 | 0 | 0 | 35 | 42 | 26 | 12 |
| | FUTURA AIRLINES | C | 6 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 31 | 0 | 23 | 6 |
| | LEISURE INTERNATIONAL | C | 33 | 0 | 0 | 48 | 18 | 27 | 6 | 0 | 0 | 23 | 75 | 9 | 36 |
| | MONARCH AIRLINES | C | 41 | 0 | 0 | 32 | 32 | 7 | 24 | 5 | 0 | 51 | 36 | 29 | 47 |
| | MY TRAVEL AIRWAYS UK | C | 30 | 2 | 3 | 27 | 17 | 13 | 40 | 3 | 0 | 63 | 56 | 16 | 9 |
| | VIVA | C | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| **TOTAL TENERIFE (SURREINA SOFIA)** | | | **245** | **4** | **3** | **43** | **19** | **16** | **20** | **2** | **0** | **37** | **52** | **25** | 259 |
| **TOTAL SPAIN(CANARY ISLANDS)** | | | **553** | **6** | **5** | **47** | **18** | **17** | **15** | **3** | **1** | **38** | **56** | **24** | 566 |
| **SRI LANKA** | | | | | | | | | | | | | | | |
| **COLOMBO** | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| **TOTAL COLOMBO** | | | **18** | **0** | **0** | **89** | **11** | **0** | **0** | **0** | **0** | **-2** | **50** | **25** | 8 |
| **TOTAL SRI LANKA** | | | **18** | **0** | **0** | **89** | **11** | **0** | **0** | **0** | **0** | **-2** | **50** | **25** | 8 |
| **ST LUCIA** | | | | | | | | | | | | | | | |
| **ST LUCIA (HEWANORRA)** | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 56 | 20 | 12 | 8 | 4 | 0 | 28 | 46 | 24 | 26 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 36 | 50 | 12 | 4 |
| **TOTAL ST LUCIA (HEWANORRA)** | | | **33** | **0** | **0** | **48** | **27** | **12** | **9** | **3** | **0** | **28** | **47** | **22** | 30 |
| **TOTAL ST LUCIA** | | | **33** | **0** | **0** | **48** | **27** | **12** | **9** | **3** | **0** | **28** | **47** | **22** | 30 |
| **SWEDEN** | | | | | | | | | | | | | | | |
| **GOTEBORG** | AIR 2000 | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 60 | 0 | 0 | 88 | 10 | 2 | 0 | 0 | 0 | 4 | 88 | 3 | 60 |
| **TOTAL GOTEBORG** | | | **68** | **0** | **0** | **84** | **12** | **4** | **0** | **0** | **0** | **6** | **84** | **6** | 85 |
| **STOCKHOLM (ARLANDA)** | BRITISH AIRWAYS (EURO OPS) LG | S | 120 | 0 | 0 | 78 | 17 | 4 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |
| | EXCALIBUR AIRWAYS | C | 7 | 0 | 1 | 57 | 29 | 14 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| **TOTAL STOCKHOLM (ARLANDA)** | | | **127** | **0** | **1** | **77** | **17** | **5** | **1** | **0** | **0** | **7** | **80** | **7** | 158 |
| **TOTAL SWEDEN** | | | **195** | **0** | **1** | **79** | **15** | **5** | **1** | **0** | **0** | **7** | **81** | **7** | 254 |
| **SWITZERLAND** | | | | | | | | | | | | | | | |
| **BASLE MULHOUSE** | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 100 | 3 | 2 |
| **TOTAL BASLE MULHOUSE** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **8** | **100** | **3** | 2 |
| **GENEVA** | AIR 2000 | C | 6 | 0 | 1 | 83 | 17 | 0 | 0 | 0 | 0 | -2 | 21 | 135 | 14 |
| | BRITANNIA AIRWAYS | C | 13 | 0 | 1 | 62 | 23 | 15 | 0 | 0 | 0 | 10 | 68 | 13 | 38 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| GENEVA | BRITISH AIRWAYS (EURO OPS) LG | S | 172 | 0 | 0 | 83 | 13 | 4 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 23 | 0 | 2 | 26 | 17 | 17 | 22 | 17 | 0 | 80 | 50 | 28 | 12 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 45 | 0 | 59 | 2 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 25 | 25 | 0 | 25 | 25 | 0 | 98 | 30 | 48 | 23 |
| **TOTAL GENEVA** | | | **222** | **0** | **4** | **73** | **14** | **7** | **3** | **2** | **0** | **17** | **71** | **21** | 262 |
| **ZURICH** | BRITISH AIRWAYS (EURO OPS) LG | S | 118 | 0 | 2 | 68 | 14 | 18 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| **TOTAL ZURICH** | | | **118** | **0** | **2** | **68** | **14** | **18** | **0** | **0** | **0** | **13** | **42** | **41** | 159 |
| **TOTAL SWITZERLAND** | | | **342** | **0** | **6** | **71** | **14** | **11** | **2** | **1** | **0** | **15** | **60** | **28** | 423 |
| **SYRIA** | | | | | | | | | | | | | | | |
| **DAMASCUS** | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL DAMASCUS** | | | **8** | **0** | **0** | **63** | **13** | **25** | **0** | **0** | **0** | **15** | **0** | **0** | 0 |
| **TOTAL SYRIA** | | | **8** | **0** | **0** | **63** | **13** | **25** | **0** | **0** | **0** | **15** | **0** | **0** | 0 |
| **TANZANIA** | | | | | | | | | | | | | | | |
| **DAR-ES-SALAAM** | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 62 | 19 | 12 | 8 | 0 | 0 | 17 | 0 | 0 | 0 |
| **TOTAL DAR-ES-SALAAM** | | | **26** | **0** | **0** | **62** | **19** | **12** | **8** | **0** | **0** | **17** | **0** | **0** | 0 |
| **TOTAL TANZANIA** | | | **26** | **0** | **0** | **62** | **19** | **12** | **8** | **0** | **0** | **17** | **0** | **0** | 0 |
| **THAILAND** | | | | | | | | | | | | | | | |
| **PHUKET** | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 63 | 0 | 25 | 13 | 0 | 0 | 18 | 0 | 0 | 0 |
| **TOTAL PHUKET** | | | **8** | **0** | **0** | **63** | **0** | **25** | **13** | **0** | **0** | **18** | **50** | **77** | 4 |
| **TOTAL THAILAND** | | | **8** | **0** | **0** | **63** | **0** | **25** | **13** | **0** | **0** | **18** | **75** | **41** | 8 |
| **TRINIDAD AND TOBAGO** | | | | | | | | | | | | | | | |
| **TOBAGO** | CALEDONIAN AIRWAYS | C | 4 | 0 | 3 | 0 | 0 | 75 | 25 | 0 | 0 | 58 | 50 | 26 | 4 |
| **TOTAL TOBAGO** | | | **4** | **0** | **3** | **0** | **0** | **75** | **25** | **0** | **0** | **58** | **50** | **26** | 4 |
| **TOTAL TRINIDAD AND TOBAGO** | | | **4** | **0** | **3** | **0** | **0** | **75** | **25** | **0** | **0** | **58** | **50** | **26** | 4 |
| **TUNISIA** | | | | | | | | | | | | | | | |
| **JERBA** | MONARCH AIRLINES | C | 3 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 163 | 20 | 89 | 5 |
| **TOTAL JERBA** | | | **3** | **0** | **0** | **0** | **67** | **0** | **0** | **0** | **33** | **163** | **20** | **89** | 5 |
| **MONASTIR** | AIR 2000 | C | 16 | 1 | 0 | 69 | 13 | 13 | 6 | 0 | 0 | 21 | 35 | 38 | 20 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 17 | 39 | 30 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 24 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 41 | 17 | 58 | 6 |
| | NOUVELAIR TUNISIE | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 93 | 13 | 26 | 8 |
| **TOTAL MONASTIR** | | | **55** | **1** | **0** | **47** | **16** | **20** | **16** | **0** | **0** | **35** | **35** | **31** | 69 |
| **SFAX** | MONARCH AIRLINES | C | 6 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 91 | 17 | 44 | 6 |
| **TOTAL SFAX** | | | **6** | **0** | **0** | **33** | **0** | **0** | **67** | **0** | **0** | **91** | **17** | **44** | 6 |
| **TUNIS** | GB AIRWAYS LTD | S | 26 | 0 | 0 | 50 | 19 | 19 | 12 | 0 | 0 | 28 | 0 | 0 | 0 |
| **TOTAL TUNIS** | | | **26** | **0** | **0** | **50** | **19** | **19** | **12** | **0** | **0** | **28** | **63** | **19** | 8 |
| **TOTAL TUNISIA** | | | **90** | **1** | **0** | **46** | **18** | **18** | **18** | **0** | **1** | **41** | **35** | **34** | 88 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TURKEY** | | | | | | | | | | | | | | | |
| **ANTALYA** | AIR 2000 | C | 7 | 0 | 0 | 14 | 14 | 29 | 43 | 0 | 0 | 72 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 7 | 0 | 1 | 57 | 29 | 0 | 14 | 0 | 0 | 22 | 63 | 53 | 8 |
| | ONUR AIR | C | 10 | 0 | 0 | 30 | 30 | 30 | 0 | 0 | 10 | 116 | 0 | 0 | 0 |
| | SUNWAYS | C | 9 | 0 | 0 | 44 | 33 | 0 | 22 | 0 | 0 | 26 | 60 | 25 | 5 |
| **TOTAL ANTALYA** | | | **35** | **1** | **1** | **40** | **26** | **14** | **17** | **0** | **3** | **59** | **64** | **39** | 14 |
| **DALAMAN** | AIRWORLD AVIATION LTD | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 14 | 170 | 7 |
| | ALL LEISURE AIRLINES LTD | C | 8 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 6 | 0 | 0 | 17 | 33 | 17 | 33 | 0 | 0 | 60 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 6 | 0 | 1 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 23 | 64 | 13 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 1 | 56 | 11 | 33 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | ONUR AIR | C | 9 | 0 | 0 | 56 | 33 | 0 | 0 | 11 | 0 | 42 | 0 | 0 | 0 |
| | PEGASUS AIRLINES | C | 2 | 0 | 1 | 0 | 50 | 0 | 50 | 0 | 0 | 53 | 0 | 0 | 0 |
| | SUNWAYS | C | 9 | 0 | 0 | 56 | 22 | 0 | 22 | 0 | 0 | 18 | 0 | 61 | 5 |
| **TOTAL DALAMAN** | | | **60** | **0** | **3** | **47** | **23** | **20** | **8** | **2** | **0** | **30** | **27** | **74** | 44 |
| **ISTANBUL** | ISTANBUL HAVA YOLLARI | C | 8 | 0 | 3 | 13 | 0 | 88 | 0 | 0 | 0 | 43 | 13 | 49 | 16 |
| | ONUR AIR | C | 16 | 0 | 0 | 31 | 19 | 38 | 0 | 13 | 0 | 46 | 83 | 10 | 18 |
| | SUNWAYS | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 74 | 0 | 0 | 0 |
| **TOTAL ISTANBUL** | | | **26** | **0** | **3** | **23** | **12** | **50** | **8** | **8** | **0** | **47** | **49** | **27** | 39 |
| **IZMIR (ADNAM MENDERES)** | AIR 2000 | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 5 | 0 | 2 | 20 | 20 | 60 | 0 | 0 | 0 | 28 | 45 | 27 | 11 |
| | ONUR AIR | C | 7 | 0 | 0 | 29 | 29 | 43 | 0 | 0 | 0 | 26 | 100 | -2 | 2 |
| | SUNWAYS | C | 9 | 0 | 1 | 56 | 11 | 33 | 0 | 0 | 0 | 18 | 29 | 26 | 7 |
| **TOTAL IZMIR (ADNAM MENDERES)** | | | **27** | **0** | **4** | **44** | **22** | **33** | **0** | **0** | **0** | **21** | **42** | **24** | 26 |
| **TOTAL TURKEY** | | | **148** | **1** | **11** | **41** | **22** | **26** | **9** | **2** | **1** | **38** | **41** | **45** | 123 |
| **UGANDA** | | | | | | | | | | | | | | | |
| **ENTEBBE** | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 73 | 12 | 8 | 8 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL ENTEBBE** | | | **26** | **0** | **0** | **73** | **12** | **8** | **8** | **0** | **0** | **15** | **0** | **0** | 0 |
| **TOTAL UGANDA** | | | **26** | **0** | **0** | **73** | **12** | **8** | **8** | **0** | **0** | **15** | **0** | **0** | 0 |
| **UKRAINE** | | | | | | | | | | | | | | | |
| **KIEV (BORISPOL)** | UKRAINE INTERNATIONAL AIRLINE | S | 34 | 0 | 0 | 76 | 3 | 21 | 0 | 0 | 0 | 10 | 67 | 15 | 24 |
| **TOTAL KIEV (BORISPOL)** | | | **34** | **0** | **0** | **76** | **3** | **21** | **0** | **0** | **0** | **10** | **67** | **15** | 24 |
| **TOTAL UKRAINE** | | | **34** | **0** | **0** | **76** | **3** | **21** | **0** | **0** | **0** | **10** | **67** | **15** | 24 |
| **UNITED ARAB EMIRATES** | | | | | | | | | | | | | | | |
| **ABU DHABI INTERNATIONAL** | EMIRATES | S | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 88 | 6 | 26 |
| **TOTAL ABU DHABI INTERNATIONAL** | | | **9** | **0** | **0** | **67** | **33** | **0** | **0** | **0** | **0** | **11** | **88** | **6** | 26 |
| **DUBAI** | EMIRATES | S | 49 | 0 | 2 | 57 | 18 | 20 | 4 | 0 | 0 | 18 | 79 | 7 | 34 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL DUBAI** | | | **49** | **0** | **2** | **57** | **18** | **20** | **4** | **0** | **0** | **18** | **79** | **7** | 34 |
| **TOTAL UNITED ARAB EMIRATES** | | | **58** | **0** | **2** | **59** | **21** | **17** | **3** | **0** | **0** | **17** | **83** | **6** | 60 |
| **UNITED KINGDOM** | | | | | | | | | | | | | | | |
| **ABERDEEN** | BRITISH AIRWAYS (EURO OPS) LG | S | 157 | 0 | 3 | 84 | 13 | 3 | 0 | 0 | 0 | 6 | 84 | 7 | 153 |
| **TOTAL ABERDEEN** | | | **157** | **0** | **3** | **84** | **13** | **3** | **0** | **0** | **0** | **6** | **84** | **7** | 153 |
| **BELFAST CITY** | FLYBE.BRITISH EUROPEAN | S | 240 | 1 | 0 | 76 | 11 | 5 | 7 | 1 | 0 | 17 | 94 | 0 | 234 |
| **TOTAL BELFAST CITY** | | | **240** | **1** | **0** | **76** | **11** | **5** | **7** | **1** | **0** | **17** | **94** | **0** | 234 |
| **EAST MIDLANDS** | COMMUNITY EXPRESS AIRLINES L | S | 88 | 0 | 0 | 89 | 7 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL EAST MIDLANDS** | | | **88** | **0** | **0** | **89** | **7** | **5** | **0** | **0** | **0** | **4** | **0** | **127** | 1 |
| **EDINBURGH** | KLM UK LTD | S | 259 | 0 | 1 | 84 | 12 | 3 | 1 | 0 | 0 | 7 | 86 | 7 | 266 |
| **TOTAL EDINBURGH** | | | **259** | **0** | **1** | **84** | **12** | **3** | **1** | **0** | **0** | **7** | **86** | **7** | 266 |
| **GLASGOW** | KLM UK LTD | S | 262 | 0 | 0 | 86 | 9 | 4 | 1 | 0 | 0 | 4 | 85 | 4 | 228 |
| **TOTAL GLASGOW** | | | **263** | **1** | **0** | **86** | **10** | **4** | **1** | **0** | **0** | **4** | **85** | **4** | 228 |
| **GUERNSEY** | CITY FLYER EXPRESS | S | 178 | 0 | 0 | 89 | 8 | 1 | 2 | 0 | 0 | 3 | 85 | 11 | 169 |
| | JERSEY EUROPEAN AIRWAYS | S | 214 | 0 | 2 | 89 | 7 | 1 | 2 | 0 | 0 | 2 | 85 | 18 | 228 |
| **TOTAL GUERNSEY** | | | **392** | **0** | **2** | **89** | **8** | **1** | **2** | **0** | **0** | **3** | **85** | **15** | 397 |
| **JERSEY** | CITY FLYER EXPRESS | S | 241 | 1 | 3 | 77 | 14 | 5 | 3 | 1 | 0 | 12 | 78 | 16 | 238 |
| | JERSEY EUROPEAN AIRWAYS | S | 230 | 2 | 6 | 80 | 10 | 3 | 5 | 1 | 0 | 15 | 85 | 12 | 228 |
| **TOTAL JERSEY** | | | **471** | **3** | **9** | **79** | **12** | **4** | **4** | **1** | **0** | **14** | **81** | **14** | 470 |
| **LEEDS BRADFORD** | CITY FLYER EXPRESS | S | 135 | 1 | 8 | 82 | 16 | 1 | 1 | 0 | 0 | 7 | 86 | 7 | 94 |
| **TOTAL LEEDS BRADFORD** | | | **135** | **1** | **8** | **82** | **16** | **1** | **1** | **0** | **0** | **7** | **86** | **7** | 94 |
| **MANCHESTER** | AIR 2000 | C | 42 | 0 | 0 | 38 | 14 | 19 | 29 | 0 | 0 | 38 | 50 | 18 | 2 |
| | BRITANNIA AIRWAYS | C | 22 | 0 | 0 | 77 | 14 | 5 | 5 | 0 | 0 | 9 | 38 | 34 | 8 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 317 | 1 | 1 | 84 | 9 | 5 | 2 | 0 | 0 | 7 | 91 | 3 | 285 |
| | CALEDONIAN AIRWAYS | C | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 3 | 65 | -2 | 17 |
| | LEISURE INTL AIRWAYS LTD | C | 7 | 0 | 0 | 43 | 14 | 29 | 14 | 0 | 0 | 28 | 13 | 85 | 8 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 20 | 20 | 10 | 50 | 0 | 0 | 55 | 100 | -3 | 1 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 1 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 13 | 33 | 51 | 15 |
| **TOTAL MANCHESTER** | | | **417** | **3** | **1** | **76** | **11** | **7** | **6** | **0** | **0** | **13** | **81** | **9** | 355 |
| **NEWCASTLE** | CITY FLYER EXPRESS | S | 245 | 0 | 3 | 80 | 12 | 5 | 3 | 0 | 0 | 9 | 82 | 5 | 226 |
| **TOTAL NEWCASTLE** | | | **245** | **0** | **3** | **80** | **12** | **5** | **3** | **0** | **0** | **9** | **82** | **5** | 226 |
| **TOTAL UNITED KINGDOM** | | | **2671** | **10** | **27** | **82** | **11** | **4** | **3** | **0** | **0** | **9** | **84** | **9** | 2424 |
| **USA** | | | | | | | | | | | | | | | |
| **ATLANTA** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 88 | 10 | 2 | 0 | 0 | 0 | 1 | 90 | 3 | 60 |
| | DELTA AIRLINES | S | 120 | 0 | 0 | 73 | 13 | 9 | 5 | 0 | 0 | 9 | 76 | 15 | 120 |
| **TOTAL ATLANTA** | | | **180** | **0** | **0** | **78** | **12** | **7** | **3** | **0** | **0** | **7** | **81** | **11** | 180 |
| **BALTIMORE** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 85 | 8 | 3 | 3 | 0 | 0 | 5 | 95 | 1 | 60 |
| **TOTAL BALTIMORE** | | | **60** | **0** | **0** | **85** | **8** | **3** | **3** | **0** | **0** | **5** | **95** | **1** | 60 |
| **BOSTON** | VIRGIN ATLANTIC AIRWAYS LTD | S | 57 | 1 | 3 | 72 | 12 | 2 | 9 | 2 | 4 | 29 | 92 | -1 | 60 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL BOSTON** | | | **57** | **1** | **3** | **72** | **12** | **2** | **9** | **2** | **4** | **29** | **77** | **9** | 120 |
| **CHARLOTTE** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 75 | 7 | 17 | 2 | 0 | 0 | 11 | 85 | 4 | 59 |
| **TOTAL CHARLOTTE** | | | **60** | **0** | **0** | **75** | **7** | **17** | **2** | **0** | **0** | **11** | **85** | **4** | 59 |
| **CINCINNATI** | DELTA AIRLINES | S | 60 | 0 | 0 | 68 | 20 | 8 | 3 | 0 | 0 | 12 | 90 | 8 | 60 |
| **TOTAL CINCINNATI** | | | **60** | **0** | **0** | **68** | **20** | **8** | **3** | **0** | **0** | **12** | **90** | **8** | 60 |
| **DALLAS/FORT WORTH** | AMERICAN AIRLINES | S | 102 | 0 | 0 | 61 | 16 | 13 | 5 | 6 | 0 | 29 | 57 | 35 | 60 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 75 | 13 | 8 | 2 | 2 | 0 | 14 | 90 | 6 | 59 |
| **TOTAL DALLAS/FORT WORTH** | | | **162** | **0** | **0** | **66** | **15** | **11** | **4** | **4** | **0** | **23** | **73** | **21** | 119 |
| **DETROIT** | NORTHWEST AIRLINES | S | 64 | 0 | 0 | 72 | 8 | 11 | 9 | 0 | 0 | 12 | 75 | 11 | 20 |
| **TOTAL DETROIT** | | | **64** | **0** | **0** | **72** | **8** | **11** | **9** | **0** | **0** | **12** | **75** | **11** | 20 |
| **HOUSTON** | BRITISH AIRWAYS PLC | S | 59 | 1 | 1 | 64 | 10 | 12 | 10 | 2 | 2 | 32 | 82 | 8 | 60 |
| | CONTINENTAL AIRLINES | S | 85 | 0 | 2 | 75 | 8 | 14 | 2 | 0 | 0 | 12 | 80 | 14 | 60 |
| **TOTAL HOUSTON** | | | **144** | **1** | **3** | **71** | **9** | **13** | **6** | **1** | **1** | **20** | **81** | **11** | 120 |
| **MIAMI INTERNATIONAL** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 72 | 8 | 8 | 8 | 3 | 0 | 22 | 75 | 10 | 60 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 41 | 0 | 0 | 46 | 24 | 24 | 5 | 0 | 0 | 24 | 43 | 26 | 44 |
| **TOTAL MIAMI INTERNATIONAL** | | | **101** | **0** | **0** | **61** | **15** | **15** | **7** | **2** | **0** | **22** | **62** | **17** | 104 |
| **MINNEAPOLIS-ST PAUL** | NORTHWEST AIRLINES | S | 60 | 0 | 0 | 87 | 3 | 5 | 5 | 0 | 0 | 4 | 80 | 7 | 60 |
| **TOTAL MINNEAPOLIS-ST PAUL** | | | **60** | **0** | **0** | **87** | **3** | **5** | **5** | **0** | **0** | **4** | **80** | **7** | 60 |
| **NEW YORK (JF KENNEDY)** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 63 | 23 | 8 | 5 | 0 | 0 | 15 | 86 | 6 | 57 |
| **TOTAL NEW YORK (JF KENNEDY)** | | | **60** | **0** | **0** | **63** | **23** | **8** | **5** | **0** | **0** | **15** | **86** | **6** | 57 |
| **NEW YORK (NEWARK)** | CONTINENTAL AIRLINES | S | 60 | 0 | 0 | 63 | 17 | 15 | 5 | 0 | 0 | 17 | 72 | 20 | 60 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| **TOTAL NEW YORK (NEWARK)** | | | **64** | **1** | **0** | **63** | **16** | **17** | **5** | **0** | **0** | **16** | **72** | **20** | 60 |
| **ORLANDO** | BRITANNIA AIRWAYS | C | 12 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | -2 | 22 | 42 | 9 |
| | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 59 | 12 | 12 | 6 | 6 | 6 | 50 | 78 | 18 | 36 |
| | LAKER AIRWAYS INC | C | 15 | 0 | 4 | 27 | 7 | 13 | 20 | 20 | 13 | 145 | 0 | 0 | 0 |
| | LEISURE INTL AIRWAYS LTD | C | 24 | 0 | 0 | 29 | 21 | 29 | 17 | 4 | 0 | 37 | 38 | 97 | 40 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 57 | 14 | 0 | 29 | 0 | 0 | 40 | 63 | 26 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 13 | 0 | 0 | 31 | 31 | 15 | 8 | 15 | 0 | 52 | 56 | 17 | 16 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 53 | 18 | 13 | 13 | 2 | 0 | 29 | 62 | 42 | 60 |
| **TOTAL ORLANDO** | | | **165** | **7** | **10** | **49** | **17** | **14** | **12** | **5** | **2** | **45** | **57** | **46** | 171 |
| **PITTSBURGH** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 68 | 23 | 8 | 0 | 0 | 0 | 10 | 82 | 3 | 60 |
| **TOTAL PITTSBURGH** | | | **60** | **0** | **0** | **68** | **23** | **8** | **0** | **0** | **0** | **10** | **82** | **3** | 60 |
| **RALEIGH** | AMERICAN AIRLINES | S | 60 | 0 | 0 | 73 | 17 | 7 | 3 | 0 | 0 | 8 | 70 | 13 | 60 |
| **TOTAL RALEIGH** | | | **60** | **0** | **0** | **73** | **17** | **7** | **3** | **0** | **0** | **8** | **70** | **13** | 60 |
| **SANFORD** | BRITANNIA AIRWAYS | C | 12 | 0 | 0 | 42 | 42 | 17 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| **TOTAL SANFORD** | | | **16** | **0** | **0** | **38** | **31** | **19** | **13** | **0** | **0** | **30** | **0** | **0** | 0 |
| **ST LOUIS (LAMBERT)** | TRANS WORLD AIRLINES | S | 60 | 0 | 0 | 52 | 18 | 12 | 13 | 5 | 0 | 32 | 53 | 34 | 60 |
| **TOTAL ST LOUIS (LAMBERT)** | | | **60** | **0** | **0** | **52** | **18** | **12** | **13** | **5** | **0** | **32** | **53** | **34** | 60 |

**ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996**

**Reporting Airport: GATWICK (Full Analysis)**

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **TAMPA** | BRITISH AIRWAYS PLC | S | 16 | 1 | 0 | 44 | 19 | 13 | 25 | 0 | 0 | 31 | 40 | 23 | 10 |
| **TOTAL TAMPA** | | | **16** | **1** | **0** | **44** | **19** | **13** | **25** | **0** | **0** | **31** | **40** | **23** | 10 |
| **TOTAL USA** | | | **1449** | **11** | **16** | **67** | **14** | **10** | **6** | **2** | **0** | **19** | **74** | **16** | 1450 |
| **VENEZUELA** | | | | | | | | | | | | | | | |
| **PORLAMAR** | LEISURE INTL AIRWAYS LTD | C | 6 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| **TOTAL PORLAMAR** | | | **6** | **0** | **0** | **33** | **33** | **33** | **0** | **0** | **0** | **21** | **0** | **0** | 0 |
| **TOTAL VENEZUELA** | | | **6** | **0** | **0** | **33** | **33** | **33** | **0** | **0** | **0** | **21** | **0** | **0** | 0 |
| **ZAMBIA** | | | | | | | | | | | | | | | |
| **LUSAKA** | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 71 | 18 | 12 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| **TOTAL LUSAKA** | | | **17** | **0** | **0** | **71** | **18** | **12** | **0** | **0** | **0** | **13** | **0** | **0** | 0 |
| **TOTAL ZAMBIA** | | | **17** | **0** | **0** | **71** | **18** | **12** | **0** | **0** | **0** | **13** | **0** | **0** | 0 |
| **ZIMBABWE** | | | | | | | | | | | | | | | |
| **HARARE** | AIR ZIMBABWE | S | 36 | 0 | 0 | 67 | 17 | 8 | 8 | 0 | 0 | 16 | 79 | 10 | 34 |
| | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 9 | 0 | 0 | 0 | 0 | 22 | 78 | 0 | 0 | 77 | 0 | 0 | 0 |
| **TOTAL HARARE** | | | **53** | **0** | **0** | **55** | **11** | **15** | **19** | **0** | **0** | **26** | **79** | **10** | 34 |
| **TOTAL ZIMBABWE** | | | **53** | **0** | **0** | **55** | **11** | **15** | **19** | **0** | **0** | **26** | **79** | **10** | 34 |
| **TOTAL GATWICK** | | | **16399** | **98** | **297** | **68** | **15** | **10** | **6** | **1** | **0** | **18** | **71** | **18** | 14901 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BELGIUM** | | | | | | | | | | | | | | | |
| **BRUSSELS** | SABENA | S | 112 | 0 | 0 | 84 | 9 | 5 | 2 | 0 | 0 | 2 | 55 | 22 | 110 |
| **TOTAL BRUSSELS** | | | **112** | **0** | **0** | **84** | **9** | **5** | **2** | **0** | **0** | **2** | **55** | **22** | 110 |
| **TOTAL BELGIUM** | | | **112** | **0** | **0** | **84** | **9** | **5** | **2** | **0** | **0** | **2** | **55** | **22** | 110 |
| **CANADA** | | | | | | | | | | | | | | | |
| **TORONTO** | AIR CANADA | S | 44 | 0 | 0 | 23 | 27 | 32 | 16 | 2 | 0 | 42 | 67 | 15 | 42 |
| | AIR CLUB INTERNATIONAL | C | 8 | 0 | 0 | 13 | 38 | 25 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| | AIR TRANSAT | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 46 | 50 | 91 | 8 |
| | CANADA 3000 AIRLINES | C | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 26 | 0 | 0 | 0 |
| **TOTAL TORONTO** | | | **64** | **0** | **0** | **28** | **25** | **27** | **19** | **2** | **0** | **42** | **62** | **27** | 52 |
| **VANCOUVER** | AIR CLUB INTERNATIONAL | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL VANCOUVER** | | | **4** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | 0 |
| **TOTAL CANADA** | | | **68** | **0** | **0** | **32** | **24** | **25** | **18** | **1** | **0** | **39** | **60** | **28** | 53 |
| **CYPRUS** | | | | | | | | | | | | | | | |
| **LARNACA** | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 1 | 25 | 31 | 38 | 6 | 0 | 0 | 32 | 0 | 0 | 0 |
| **TOTAL LARNACA** | | | **16** | **0** | **1** | **25** | **31** | **38** | **6** | **0** | **0** | **32** | **0** | **0** | 0 |
| **PAPHOS** | AIR 2000 | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 22 | 63 | 18 | 8 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 17 | 0 | 0 | 0 |
| **TOTAL PAPHOS** | | | **16** | **0** | **0** | **81** | **6** | **0** | **13** | **0** | **0** | **20** | **60** | **18** | 15 |
| **TOTAL CYPRUS** | | | **32** | **0** | **1** | **53** | **19** | **19** | **9** | **0** | **0** | **26** | **60** | **18** | 15 |
| **CZECH REPUBLIC** | | | | | | | | | | | | | | | |
| **PRAGUE** | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| **TOTAL PRAGUE** | | | **2** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **0** | **29** | **0** | **0** | 0 |
| **TOTAL CZECH REPUBLIC** | | | **2** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **0** | **29** | **0** | **0** | 0 |
| **DENMARK** | | | | | | | | | | | | | | | |
| **COPENHAGEN** | BMI BRITISH MIDLAND | S | 104 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 0 | 92 | 4 | 100 |
| **TOTAL COPENHAGEN** | | | **105** | **0** | **0** | **93** | **7** | **0** | **0** | **0** | **0** | **1** | **92** | **4** | 100 |
| **TOTAL DENMARK** | | | **105** | **0** | **0** | **93** | **7** | **0** | **0** | **0** | **0** | **1** | **92** | **4** | 100 |
| **FRANCE** | | | | | | | | | | | | | | | |
| **CHAMBERY** | BRITISH WORLD AIRLINES LTD | C | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 26 | 75 | 10 | 4 |
| | KLM UK LTD | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL CHAMBERY** | | | **8** | **0** | **1** | **38** | **25** | **38** | **0** | **0** | **0** | **16** | **67** | **25** | 6 |
| **LYON** | BRITANNIA AIRWAYS | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 4 |
| | EXCEL AIRWAYS LTD | C | 3 | 0 | 1 | 0 | 0 | 67 | 33 | 0 | 0 | 69 | 0 | 0 | 0 |
| **TOTAL LYON** | | | **6** | **0** | **1** | **33** | **17** | **33** | **17** | **0** | **0** | **35** | **0** | **52** | 5 |
| **PARIS (CHARLES DE GAULLE)** | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 5 | 84 | 8 | 89 |
| **TOTAL PARIS (CHARLES DE GAULLE)** | | | **44** | **0** | **9** | **93** | **7** | **0** | **0** | **0** | **0** | **5** | **88** | **6** | 181 |
| **TOTAL FRANCE** | | | **59** | **0** | **11** | **80** | **10** | **8** | **2** | **0** | **0** | **10** | **85** | **8** | 192 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **GERMANY** | | | | | | | | | | | | | | | |
| **FRANKFURT MAIN** | LUFTHANSA | S | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 90 | 5 | 20 |
| **TOTAL FRANKFURT MAIN** | | | **16** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **3** | **86** | **7** | 74 |
| **HANOVER** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 4 | 88 | 7 | 59 |
| **TOTAL HANOVER** | | | **60** | **0** | **0** | **95** | **2** | **0** | **3** | **0** | **0** | **4** | **88** | **7** | 59 |
| **TOTAL GERMANY** | | | **76** | **0** | **0** | **93** | **4** | **0** | **3** | **0** | **0** | **4** | **88** | **6** | 186 |
| **ICELAND** | | | | | | | | | | | | | | | |
| **KEFLAVIK** | ICELANDAIR | S | 18 | 2 | 8 | 83 | 6 | 0 | 0 | 0 | 11 | 74 | 100 | -8 | 18 |
| **TOTAL KEFLAVIK** | | | **18** | **2** | **8** | **83** | **6** | **0** | **0** | **0** | **11** | **74** | **100** | **-8** | 18 |
| **TOTAL ICELAND** | | | **18** | **2** | **8** | **83** | **6** | **0** | **0** | **0** | **11** | **74** | **100** | **-8** | 18 |
| **INDIA** | | | | | | | | | | | | | | | |
| **GOA** | CALEDONIAN AIRWAYS | C | 6 | 2 | 3 | 83 | 17 | 0 | 0 | 0 | 0 | -39 | 0 | 0 | 0 |
| **TOTAL GOA** | | | **6** | **2** | **3** | **83** | **17** | **0** | **0** | **0** | **0** | **-39** | **0** | **0** | 0 |
| **TOTAL INDIA** | | | **6** | **2** | **3** | **83** | **17** | **0** | **0** | **0** | **0** | **-39** | **0** | **0** | 0 |
| **IRISH REPUBLIC** | | | | | | | | | | | | | | | |
| **DONEGAL** | LOGANAIR | S | 31 | 3 | 1 | 90 | 6 | 3 | 0 | 0 | 0 | 0 | 88 | 3 | 26 |
| **TOTAL DONEGAL** | | | **31** | **3** | **1** | **90** | **6** | **3** | **0** | **0** | **0** | **0** | **88** | **3** | 26 |
| **DUBLIN** | AER LINGUS | S | 190 | 0 | 0 | 96 | 2 | 2 | 1 | 0 | 0 | 1 | 98 | 0 | 240 |
| **TOTAL DUBLIN** | | | **190** | **0** | **0** | **96** | **2** | **2** | **1** | **0** | **0** | **1** | **98** | **0** | 240 |
| **TOTAL IRISH REPUBLIC** | | | **221** | **3** | **1** | **95** | **2** | **2** | **1** | **0** | **0** | **1** | **97** | **0** | 266 |
| **ITALY** | | | | | | | | | | | | | | | |
| **ROME (CIAMPINO)** | AIR 2000 | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL ROME (CIAMPINO)** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **15** | **50** | **18** | 2 |
| **VERONA** | EXCEL AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL VERONA** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | 0 |
| **TOTAL ITALY** | | | **7** | **0** | **0** | **71** | **29** | **0** | **0** | **0** | **0** | **6** | **40** | **29** | 10 |
| **MALTA** | | | | | | | | | | | | | | | |
| **MALTA** | AIR 2000 | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | AIR MALTA | S | 8 | 0 | 0 | 25 | 38 | 13 | 25 | 0 | 0 | 47 | 67 | 12 | 18 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 10 | 0 | 0 | 10 | 0 | 18 | 50 | 55 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 13 | 0 | 38 | 0 | 0 | 35 | 40 | 66 | 5 |
| **TOTAL MALTA** | | | **34** | **0** | **0** | **59** | **21** | **3** | **15** | **3** | **0** | **27** | **54** | **38** | 35 |
| **TOTAL MALTA** | | | **34** | **0** | **0** | **59** | **21** | **3** | **15** | **3** | **0** | **27** | **54** | **38** | 35 |
| **NETHERLANDS** | | | | | | | | | | | | | | | |
| **AMSTERDAM** | KLM UK LTD | S | 172 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 1 | 55 | 19 | 158 |
| **TOTAL AMSTERDAM** | | | **172** | **0** | **0** | **85** | **9** | **6** | **0** | **0** | **0** | **1** | **55** | **19** | 158 |
| **TOTAL NETHERLANDS** | | | **172** | **0** | **0** | **85** | **9** | **6** | **0** | **0** | **0** | **1** | **55** | **19** | 158 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PORTUGAL(EXCLUDING MADEIRA)** | | | | | | | | | | | | | | | |
| **FARO** | AIR 2000 | C | 7 | 0 | 1 | 43 | 0 | 43 | 14 | 0 | 0 | 24 | 50 | 27 | 20 |
| | BMI BRITISH MIDLAND | C | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 4 | 100 | -5 | 3 |
| | BRITANNIA AIRWAYS | C | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 60 | 27 | 5 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| **TOTAL FARO** | | | **48** | **0** | **1** | **67** | **15** | **17** | **2** | **0** | **0** | **11** | **61** | **19** | 36 |
| **TOTAL PORTUGAL(EXCLUDING MADEIRA)** | | | **48** | **0** | **1** | **67** | **15** | **17** | **2** | **0** | **0** | **11** | **61** | **19** | 36 |
| **PORTUGAL(MADEIRA)** | | | | | | | | | | | | | | | |
| **FUNCHAL** | CALEDONIAN AIRWAYS | C | 9 | 1 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| **TOTAL FUNCHAL** | | | **9** | **1** | **0** | **89** | **11** | **0** | **0** | **0** | **0** | **-5** | **0** | **348** | 3 |
| **TOTAL PORTUGAL(MADEIRA)** | | | **9** | **1** | **0** | **89** | **11** | **0** | **0** | **0** | **0** | **-5** | **0** | **348** | 3 |
| **SPAIN** | | | | | | | | | | | | | | | |
| **ALICANTE** | AIR 2000 | C | 10 | 0 | 0 | 50 | 20 | 30 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | BMI BRITISH MIDLAND | C | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 4 | 75 | 10 | 8 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 50 | 19 | 19 | 13 | 0 | 0 | 26 | 50 | 38 | 6 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 18 | 80 | 9 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 13 | 25 | 50 | 13 | 0 | 0 | 39 | 0 | 0 | 0 |
| **TOTAL ALICANTE** | | | **57** | **0** | **0** | **56** | **16** | **23** | **5** | **0** | **0** | **19** | **71** | **17** | 24 |
| **TOTAL IBIZA** | | | **2** | **0** | **1** | **0** | **50** | **50** | **0** | **0** | **0** | **26** | **67** | **26** | 6 |
| **MALAGA** | AIR 2000 | C | 15 | 0 | 1 | 87 | 7 | 0 | 7 | 0 | 0 | 9 | 70 | 84 | 10 |
| | AIR EUROPA | C | 16 | 0 | 0 | 63 | 19 | 6 | 0 | 6 | 6 | 48 | 25 | 26 | 4 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 69 | 13 | 19 | 0 | 0 | 0 | 12 | 40 | 25 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| **TOTAL MALAGA** | | | **55** | **0** | **1** | **65** | **16** | **13** | **2** | **2** | **2** | **24** | **62** | **37** | 34 |
| **PALMA DE MALLORCA** | AIR 2000 | C | 18 | 0 | 1 | 67 | 11 | 17 | 6 | 0 | 0 | 15 | 67 | 14 | 27 |
| | BRITANNIA AIRWAYS | C | 26 | 0 | 0 | 73 | 15 | 8 | 4 | 0 | 0 | 11 | 50 | 25 | 14 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 78 | 6 | 6 | 0 | 11 | 0 | 23 | 71 | 12 | 14 |
| **TOTAL PALMA DE MALLORCA** | | | **62** | **0** | **1** | **73** | **11** | **10** | **3** | **3** | **0** | **16** | **61** | **18** | 59 |
| **TOTAL SPAIN** | | | **176** | **0** | **3** | **64** | **15** | **15** | **3** | **2** | **1** | **20** | **61** | **25** | 140 |
| **SPAIN(CANARY ISLANDS)** | | | | | | | | | | | | | | | |
| **ARRECIFE** | AIR 2000 | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 4 | 75 | 14 | 8 |
| | AIR EUROPA | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 57 | 22 | 7 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 13 | 25 | 63 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 57 | 29 | 0 | 0 | 0 | 14 | 70 | 0 | 0 | 0 |
| **TOTAL ARRECIFE** | | | **40** | **0** | **1** | **60** | **18** | **15** | **5** | **0** | **3** | **25** | **71** | **13** | 31 |
| **FUERTEVENTURA** | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 0 | 38 | 13 | 0 | 0 | 22 | 10 | 25 | 10 |
| **TOTAL FUERTEVENTURA** | | | **8** | **0** | **0** | **50** | **0** | **38** | **13** | **0** | **0** | **22** | **10** | **25** | 10 |
| **LAS PALMAS** | AIR 2000 | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 75 | 3 | 8 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **LAS PALMAS** | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 31 | 6 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 0 | 13 | 13 | 75 | 0 | 0 | 74 | 0 | 0 | 0 |
| | OASIS INTERNATIONAL | C | 8 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 83 | 10 | 91 | 10 |
| **TOTAL LAS PALMAS** | | | **36** | **0** | **0** | **56** | **3** | **8** | **28** | **6** | **0** | **41** | **38** | **33** | 40 |
| **TENERIFE (SURREINA SOFIA)** | AIR 2000 | C | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 0 | 81 | 1 | 16 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 36 | 25 | 14 |
| | CALEDONIAN AIRWAYS | C | 15 | 0 | 0 | 27 | 20 | 33 | 7 | 0 | 13 | 86 | 0 | 0 | 0 |
| | FUTURA AIRLINES | C | 8 | 0 | 0 | 25 | 0 | 38 | 38 | 0 | 0 | 58 | 38 | 25 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 15 | 3 | 3 | 60 | 33 | 7 | 0 | 0 | 0 | -1 | 11 | 95 | 18 |
| | OASIS INTERNATIONAL | C | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 33 | 25 | 38 | 8 |
| **TOTAL TENERIFE (SURREINA SOFIA)** | | | **70** | **3** | **3** | **56** | **17** | **16** | **9** | **0** | **3** | **29** | **39** | **40** | 64 |
| **TOTAL SPAIN(CANARY ISLANDS)** | | | **154** | **3** | **4** | **56** | **13** | **15** | **12** | **1** | **2** | **30** | **43** | **31** | 145 |
| **SWITZERLAND** | | | | | | | | | | | | | | | |
| **GENEVA** | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 17 | 45 | 6 |
| **TOTAL GENEVA** | | | **3** | **0** | **1** | **67** | **33** | **0** | **0** | **0** | **0** | **10** | **44** | **25** | 16 |
| **TOTAL SWITZERLAND** | | | **3** | **0** | **1** | **67** | **33** | **0** | **0** | **0** | **0** | **10** | **44** | **25** | 16 |
| **TUNISIA** | | | | | | | | | | | | | | | |
| **MONASTIR** | NOUVELAIR TUNISIE | C | 2 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| **TOTAL MONASTIR** | | | **2** | **2** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-1** | **63** | **18** | 16 |
| **TOTAL TUNISIA** | | | **2** | **2** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-1** | **63** | **18** | 16 |
| **TURKEY** | | | | | | | | | | | | | | | |
| **ANTALYA** | SUNWAYS | C | 9 | 0 | 1 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL ANTALYA** | | | **9** | **0** | **1** | **89** | **11** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | 0 |
| **DALAMAN** | SUNWAYS | C | 7 | 0 | 1 | 86 | 0 | 0 | 14 | 0 | 0 | 27 | 80 | 8 | 5 |
| **TOTAL DALAMAN** | | | **8** | **0** | **1** | **88** | **0** | **0** | **13** | **0** | **0** | **21** | **80** | **8** | 5 |
| **TOTAL TURKEY** | | | **18** | **0** | **2** | **89** | **6** | **0** | **6** | **0** | **0** | **12** | **80** | **8** | 5 |
| **UNITED KINGDOM** | | | | | | | | | | | | | | | |
| **ABERDEEN** | LOGANAIR | S | 119 | 1 | 13 | 96 | 2 | 3 | 0 | 0 | 0 | 0 | 98 | -2 | 114 |
| **TOTAL ABERDEEN** | | | **119** | **1** | **13** | **96** | **2** | **3** | **0** | **0** | **0** | **0** | **97** | **-1** | 133 |
| **BARRA** | LOGANAIR | S | 52 | 3 | 1 | 92 | 4 | 2 | 2 | 0 | 0 | 0 | 96 | -3 | 55 |
| **TOTAL BARRA** | | | **52** | **3** | **1** | **92** | **4** | **2** | **2** | **0** | **0** | **0** | **96** | **-3** | 55 |
| **BELFAST CITY** | BRITISH REGIONAL AIRLINES LTD | S | 81 | 1 | 1 | 91 | 2 | 2 | 4 | 0 | 0 | 4 | 95 | 1 | 74 |
| **TOTAL BELFAST CITY** | | | **81** | **1** | **1** | **91** | **2** | **2** | **4** | **0** | **0** | **4** | **95** | **1** | 74 |
| **BELFAST INTERNATIONAL** | LOGANAIR | S | 228 | 2 | 5 | 97 | 3 | 0 | 0 | 0 | 0 | -1 | 97 | 0 | 217 |
| **TOTAL BELFAST INTERNATIONAL** | | | **228** | **2** | **5** | **97** | **3** | **0** | **0** | **0** | **0** | **-1** | **97** | **0** | 217 |
| **BENBECULA** | BRITISH AIRWAYS PLC | S | 52 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 4 | 98 | -2 | 50 |
| **TOTAL BENBECULA** | | | **52** | **0** | **0** | **96** | **0** | **0** | **4** | **0** | **0** | **4** | **98** | **-2** | 50 |
| **BIRMINGHAM** | BRITISH AIRWAYS PLC | S | 378 | 0 | 6 | 94 | 5 | 1 | 1 | 0 | 0 | 2 | 91 | 3 | 211 |
| **TOTAL BIRMINGHAM** | | | **378** | **0** | **6** | **94** | **5** | **1** | **1** | **0** | **0** | **2** | **91** | **3** | 211 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GLASGOW (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **BRISTOL** | BRITISH AIRWAYS CITIEXPRESS L | S | 200 | 2 | 2 | 90 | 5 | 3 | 2 | 0 | 0 | 5 | 92 | 4 | 193 |
| **TOTAL BRISTOL** | | | **200** | **2** | **2** | **90** | **5** | **3** | **2** | **0** | **0** | **5** | **92** | **4** | 193 |
| **CAMPBELTOWN** | LOGANAIR | S | 47 | 1 | 1 | 79 | 11 | 6 | 4 | 0 | 0 | 9 | 86 | 3 | 70 |
| **TOTAL CAMPBELTOWN** | | | **47** | **1** | **1** | **79** | **11** | **6** | **4** | **0** | **0** | **9** | **86** | **3** | 70 |
| **CARDIFF WALES** | BRITISH REGIONAL AIRLINES LTD | S | 127 | 1 | 1 | 93 | 3 | 4 | 0 | 0 | 0 | 2 | 92 | 3 | 116 |
| **TOTAL CARDIFF WALES** | | | **127** | **1** | **1** | **93** | **3** | **4** | **0** | **0** | **0** | **2** | **92** | **3** | 116 |
| **CITY OF DERRY (EGLINTON)** | LOGANAIR | S | 60 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | -6 | 92 | 9 | 60 |
| **TOTAL CITY OF DERRY (EGLINTON)** | | | **60** | **0** | **0** | **98** | **2** | **0** | **0** | **0** | **0** | **-6** | **92** | **9** | 60 |
| **EAST MIDLANDS** | BMI BRITISH MIDLAND | S | 180 | 0 | 3 | 86 | 11 | 2 | 2 | 0 | 0 | 7 | 100 | 3 | 41 |
| **TOTAL EAST MIDLANDS** | | | **180** | **0** | **3** | **86** | **11** | **2** | **2** | **0** | **0** | **7** | **100** | **3** | 41 |
| **GATWICK** | KLM UK LTD | S | 291 | 1 | 1 | 89 | 7 | 2 | 1 | 0 | 0 | 3 | 91 | 4 | 268 |
| **TOTAL GATWICK** | | | **291** | **1** | **1** | **89** | **7** | **2** | **1** | **0** | **0** | **3** | **91** | **4** | 268 |
| **HEATHROW** | BMI BRITISH MIDLAND | S | 461 | 2 | 11 | 87 | 10 | 2 | 0 | 0 | 0 | 6 | 90 | 4 | 459 |
| | BRITISH AIRWAYS PLC | S | 632 | 4 | 4 | 89 | 8 | 2 | 0 | 0 | 0 | 4 | 90 | 4 | 613 |
| **TOTAL HEATHROW** | | | **1093** | **6** | **15** | **88** | **9** | **2** | **0** | **0** | **0** | **5** | **90** | **4** | 1073 |
| **INVERNESS** | LOGANAIR | S | 47 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL INVERNESS** | | | **47** | **0** | **0** | **91** | **9** | **0** | **0** | **0** | **0** | **1** | **75** | **8** | 4 |
| **ISLAY** | LOGANAIR | S | 52 | 6 | 0 | 83 | 10 | 4 | 4 | 0 | 0 | 4 | 91 | 1 | 55 |
| **TOTAL ISLAY** | | | **52** | **6** | **0** | **83** | **10** | **4** | **4** | **0** | **0** | **4** | **91** | **1** | 55 |
| **ISLE OF MAN** | BA CITIEXPRESS (IOM) LTD | S | 66 | 2 | 0 | 74 | 12 | 9 | 5 | 0 | 0 | 10 | 94 | 1 | 64 |
| **TOTAL ISLE OF MAN** | | | **66** | **2** | **0** | **74** | **12** | **9** | **5** | **0** | **0** | **10** | **94** | **1** | 64 |
| **JERSEY** | BMI BRITISH MIDLAND | S | 23 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 90 | 2 | 31 |
| **TOTAL JERSEY** | | | **23** | **0** | **1** | **100** | **0** | **0** | **0** | **0** | **0** | **-1** | **90** | **2** | 31 |
| **KIRKWALL** | LOGANAIR | S | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 88 | 0 | 43 |
| **TOTAL KIRKWALL** | | | **5** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-8** | **88** | **0** | 43 |
| **LEEDS BRADFORD** | BMI BRITISH MIDLAND | S | 87 | 4 | 9 | 92 | 0 | 2 | 6 | 0 | 0 | 7 | 98 | 0 | 129 |
| **TOTAL LEEDS BRADFORD** | | | **87** | **4** | **9** | **92** | **0** | **2** | **6** | **0** | **0** | **7** | **98** | **0** | 129 |
| **LUTON** | GB AIRWAYS LTD | S | 142 | 0 | 22 | 91 | 6 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| **TOTAL LUTON** | | | **142** | **0** | **22** | **91** | **6** | **3** | **1** | **0** | **0** | **2** | **0** | **0** | 0 |
| **MANCHESTER** | AIR CANADA | S | 42 | 0 | 2 | 26 | 17 | 38 | 17 | 2 | 0 | 36 | 85 | 2 | 40 |
| | BMI REGIONAL | S | 135 | 0 | 5 | 93 | 6 | 1 | 1 | 0 | 0 | 2 | 66 | 14 | 123 |
| | BRITISH AIRWAYS PLC | S | 170 | 0 | 0 | 94 | 2 | 2 | 2 | 0 | 0 | 2 | 86 | 7 | 187 |
| **TOTAL MANCHESTER** | | | **347** | **0** | **7** | **85** | **5** | **6** | **3** | **0** | **0** | **6** | **79** | **9** | 350 |
| **SOUTHAMPTON** | BRITISH REGIONAL AIRLINES LTD | S | 133 | 1 | 4 | 98 | 1 | 2 | 0 | 0 | 0 | -5 | 90 | 5 | 124 |
| **TOTAL SOUTHAMPTON** | | | **133** | **1** | **4** | **98** | **1** | **2** | **0** | **0** | **0** | **-5** | **90** | **5** | 124 |
| **STANSTED** | KLM UK LTD | S | 200 | 0 | 2 | 86 | 8 | 5 | 2 | 0 | 0 | 3 | 87 | 4 | 145 |
| **TOTAL STANSTED** | | | **200** | **0** | **2** | **86** | **8** | **5** | **2** | **0** | **0** | **3** | **87** | **4** | 145 |
| **STORNOWAY** | BRITISH AIRWAYS PLC | S | 112 | 0 | 1 | 96 | 1 | 1 | 1 | 1 | 0 | 5 | 90 | 6 | 104 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: GLASGOW (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **TOTAL STORNOWAY** | | | **112** | **0** | **1** | **96** | **1** | **1** | **1** | **1** | **0** | **5** | **90** | **6** | 104 |
| **SUMBURGH** | LOGANAIR | S | 52 | 0 | 0 | 94 | 4 | 0 | 2 | 0 | 0 | 3 | 84 | 9 | 50 |
| **TOTAL SUMBURGH** | | | **52** | **0** | **0** | **94** | **4** | **0** | **2** | **0** | **0** | **3** | **84** | **9** | 50 |
| **TIREE** | LOGANAIR | S | 31 | 4 | 3 | 35 | 6 | 55 | 3 | 0 | 0 | 28 | 100 | -2 | 31 |
| **TOTAL TIREE** | | | **31** | **4** | **3** | **35** | **6** | **55** | **3** | **0** | **0** | **28** | **100** | **-2** | 31 |
| **TOTAL UNITED KINGDOM** | | | **4205** | **36** | **98** | **90** | **6** | **3** | **1** | **0** | **0** | **4** | **90** | **4** | 3694 |
| **USA** | | | | | | | | | | | | | | | |
| **BOSTON** | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 77 | 9 | 5 | 7 | 2 | 0 | 16 | 90 | -3 | 40 |
| **TOTAL BOSTON** | | | **44** | **0** | **0** | **77** | **9** | **5** | **7** | **2** | **0** | **16** | **90** | **-3** | 40 |
| **ORLANDO** | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 100 | -18 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 32 | 0 | 0 | 0 |
| **TOTAL ORLANDO** | | | **16** | **0** | **0** | **50** | **25** | **13** | **13** | **0** | **0** | **25** | **79** | **0** | 14 |
| **TOTAL USA** | | | **61** | **0** | **0** | **69** | **13** | **8** | **8** | **2** | **0** | **19** | **80** | **4** | 82 |
| **TOTAL GLASGOW** | | | **5590** | **49** | **133** | **86** | **7** | **4** | **2** | **0** | **0** | **6** | **85** | **7** | 5287 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ALGERIA** | | | | | | | | | | | | | | | |
| **ALGIERS** | AIR ALGERIE | S | 26 | 0 | 0 | 27 | 42 | 15 | 15 | 0 | 0 | 31 | 38 | 65 | 24 |
| **TOTAL ALGIERS** | | | **26** | **0** | **0** | **27** | **42** | **15** | **15** | **0** | **0** | **31** | **38** | **65** | 24 |
| **TOTAL ALGERIA** | | | **26** | **0** | **0** | **27** | **42** | **15** | **15** | **0** | **0** | **31** | **38** | **65** | 24 |
| **ARGENTINA** | | | | | | | | | | | | | | | |
| **BUENOS AIRES** | AEROLINEAS ARGENTINAS | S | 11 | 1 | 5 | 73 | 18 | 9 | 0 | 0 | 0 | 8 | 50 | 13 | 8 |
| | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -7 | 88 | -1 | 25 |
| **TOTAL BUENOS AIRES** | | | **37** | **1** | **5** | **86** | **11** | **3** | **0** | **0** | **0** | **-3** | **79** | **3** | 33 |
| **TOTAL ARGENTINA** | | | **37** | **1** | **5** | **86** | **11** | **3** | **0** | **0** | **0** | **-3** | **79** | **3** | 33 |
| **AUSTRALIA** | | | | | | | | | | | | | | | |
| **BRISBANE** | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 69 | 0 | 23 | 4 | 0 | 4 | 70 | 70 | 11 | 43 |
| **TOTAL BRISBANE** | | | **26** | **0** | **0** | **69** | **0** | **23** | **4** | **0** | **4** | **70** | **70** | **11** | 43 |
| **MELBOURNE** | BRITISH AIRWAYS PLC | S | 33 | 1 | 1 | 61 | 15 | 18 | 6 | 0 | 0 | 19 | 62 | 20 | 60 |
| | QANTAS | S | 60 | 0 | 0 | 53 | 10 | 23 | 12 | 2 | 0 | 30 | 42 | 26 | 60 |
| **TOTAL MELBOURNE** | | | **93** | **1** | **1** | **56** | **12** | **22** | **10** | **1** | **0** | **26** | **52** | **23** | 120 |
| **PERTH (AUSTRALIA)** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 35 | 30 | 27 | 8 | 0 | 0 | 25 | 0 | 0 | 0 |
| **TOTAL PERTH (AUSTRALIA)** | | | **60** | **0** | **0** | **35** | **30** | **27** | **8** | **0** | **0** | **25** | **0** | **0** | 0 |
| **SYDNEY** | QANTAS | S | 60 | 0 | 0 | 75 | 12 | 5 | 7 | 2 | 0 | 14 | 70 | 8 | 60 |
| **TOTAL SYDNEY** | | | **60** | **0** | **0** | **75** | **12** | **5** | **7** | **2** | **0** | **14** | **65** | **14** | 77 |
| **TOTAL AUSTRALIA** | | | **239** | **1** | **1** | **57** | **15** | **19** | **8** | **1** | **0** | **28** | **59** | **18** | 240 |
| **AUSTRIA** | | | | | | | | | | | | | | | |
| **VIENNA** | AUSTRIAN AIRLINES | S | 194 | 0 | 0 | 76 | 12 | 7 | 5 | 0 | 0 | 11 | 87 | 7 | 198 |
| | BRITISH AIRWAYS PLC | S | 180 | 0 | 0 | 86 | 6 | 3 | 6 | 0 | 0 | 7 | 88 | 4 | 180 |
| **TOTAL VIENNA** | | | **374** | **0** | **0** | **81** | **9** | **5** | **5** | **0** | **0** | **9** | **88** | **6** | 378 |
| **TOTAL AUSTRIA** | | | **375** | **0** | **0** | **81** | **9** | **5** | **5** | **0** | **0** | **9** | **88** | **6** | 378 |
| **BAHRAIN** | | | | | | | | | | | | | | | |
| **BAHRAIN** | GULF AIR | S | 42 | 1 | 0 | 45 | 19 | 29 | 7 | 0 | 0 | 23 | 48 | 27 | 58 |
| **TOTAL BAHRAIN** | | | **42** | **1** | **0** | **45** | **19** | **29** | **7** | **0** | **0** | **23** | **52** | **36** | 67 |
| **TOTAL BAHRAIN** | | | **42** | **1** | **0** | **45** | **19** | **29** | **7** | **0** | **0** | **23** | **52** | **36** | 67 |
| **BANGLADESH** | | | | | | | | | | | | | | | |
| **DACCA** | BIMAN BANGLADESH AIRLINES | S | 32 | 0 | 2 | 16 | 25 | 6 | 34 | 16 | 3 | 104 | 15 | 196 | 34 |
| | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 56 | 24 | 6 | 12 | 3 | 0 | 26 | 55 | 27 | 33 |
| **TOTAL DACCA** | | | **66** | **0** | **2** | **36** | **24** | **6** | **23** | **9** | **2** | **64** | **34** | **112** | 67 |
| **TOTAL BANGLADESH** | | | **66** | **0** | **2** | **36** | **24** | **6** | **23** | **9** | **2** | **64** | **34** | **112** | 67 |
| **BARBADOS** | | | | | | | | | | | | | | | |
| **BRIDGETOWN** | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -3 | 100 | -2 | 4 |
| **TOTAL BRIDGETOWN** | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **-3** | **100** | **-2** | 4 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL BARBADOS** | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **-3** | **100** | **-2** | 4 |
| **BELGIUM** | | | | | | | | | | | | | | | |
| **ANTWERP** | SABENA | S | 94 | 0 | 0 | 97 | 2 | 0 | 1 | 0 | 0 | 2 | 96 | 1 | 84 |
| **TOTAL ANTWERP** | | | **94** | **0** | **0** | **97** | **2** | **0** | **1** | **0** | **0** | **2** | **96** | **1** | 84 |
| **BRUSSELS** | BMI BRITISH MIDLAND | S | 348 | 2 | 2 | 86 | 10 | 4 | 0 | 0 | 0 | 5 | 90 | 1 | 376 |
| | BRITISH AIRWAYS PLC | S | 324 | 0 | 0 | 84 | 14 | 1 | 1 | 0 | 0 | 5 | 91 | 1 | 371 |
| | SABENA | S | 482 | 0 | 8 | 88 | 9 | 2 | 1 | 0 | 0 | 3 | 91 | 1 | 456 |
| | UNITED AIRLINES | S | 46 | 0 | 2 | 72 | 22 | 7 | 0 | 0 | 0 | 11 | 88 | 1 | 59 |
| **TOTAL BRUSSELS** | | | **1200** | **2** | **12** | **86** | **11** | **3** | **1** | **0** | **0** | **4** | **91** | **1** | 1262 |
| **TOTAL BELGIUM** | | | **1294** | **2** | **12** | **87** | **10** | **2** | **1** | **0** | **0** | **4** | **91** | **1** | 1346 |
| **BOTSWANA** | | | | | | | | | | | | | | | |
| **GABORONE** | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 8 | 82 | 19 | 17 |
| **TOTAL GABORONE** | | | **17** | **0** | **0** | **82** | **12** | **6** | **0** | **0** | **0** | **8** | **82** | **19** | 17 |
| **TOTAL BOTSWANA** | | | **17** | **0** | **0** | **82** | **12** | **6** | **0** | **0** | **0** | **8** | **82** | **19** | 17 |
| **BRAZIL** | | | | | | | | | | | | | | | |
| **RIO DE JANEIRO (GALEAO)** | VARIG | S | 20 | 0 | 0 | 75 | 10 | 10 | 5 | 0 | 0 | 5 | 24 | 42 | 17 |
| **TOTAL RIO DE JANEIRO (GALEAO)** | | | **20** | **0** | **0** | **75** | **10** | **10** | **5** | **0** | **0** | **5** | **24** | **42** | 17 |
| **SAO PAULO (GUARULHOS)** | BRITISH AIRWAYS PLC | S | 15 | 0 | 0 | 80 | 7 | 7 | 0 | 7 | 0 | 13 | 67 | 7 | 9 |
| | VARIG | S | 20 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 17 | 33 | 51 | 9 |
| **TOTAL SAO PAULO (GUARULHOS)** | | | **35** | **0** | **0** | **74** | **9** | **9** | **6** | **3** | **0** | **15** | **50** | **29** | 18 |
| **TOTAL BRAZIL** | | | **55** | **0** | **0** | **75** | **9** | **9** | **5** | **2** | **0** | **12** | **37** | **35** | 35 |
| **BRUNEI** | | | | | | | | | | | | | | | |
| **BANDAR SERI BEGAWAN** | ROYAL BRUNEI AIRLINES | S | 32 | 0 | 0 | 63 | 13 | 16 | 9 | 0 | 0 | 20 | 53 | 28 | 36 |
| **TOTAL BANDAR SERI BEGAWAN** | | | **32** | **0** | **0** | **63** | **13** | **16** | **9** | **0** | **0** | **20** | **53** | **28** | 36 |
| **TOTAL BRUNEI** | | | **32** | **0** | **0** | **63** | **13** | **16** | **9** | **0** | **0** | **20** | **53** | **28** | 36 |
| **BULGARIA** | | | | | | | | | | | | | | | |
| **SOFIA** | BALKAN BULGARIAN AIRLINES | S | 42 | 0 | 0 | 62 | 12 | 21 | 5 | 0 | 0 | 19 | 73 | 14 | 44 |
| **TOTAL SOFIA** | | | **42** | **0** | **0** | **62** | **12** | **21** | **5** | **0** | **0** | **19** | **73** | **14** | 44 |
| **TOTAL BULGARIA** | | | **42** | **0** | **0** | **62** | **12** | **21** | **5** | **0** | **0** | **19** | **73** | **14** | 44 |
| **CANADA** | | | | | | | | | | | | | | | |
| **CALGARY** | AIR CANADA | S | 24 | 0 | 1 | 71 | 21 | 4 | 0 | 4 | 0 | 9 | 78 | 9 | 23 |
| | CANADIAN AIRLINES INT/L | S | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| **TOTAL CALGARY** | | | **37** | **0** | **1** | **78** | **16** | **3** | **0** | **3** | **0** | **5** | **78** | **9** | 23 |
| **EDMONTON** | AIR CANADA | S | 32 | 0 | 1 | 81 | 9 | 3 | 6 | 0 | 0 | 5 | 80 | 4 | 35 |
| **TOTAL EDMONTON** | | | **32** | **0** | **1** | **81** | **9** | **3** | **6** | **0** | **0** | **5** | **80** | **4** | 35 |
| **HALIFAX INT** | AIR CANADA | S | 51 | 0 | 1 | 45 | 12 | 24 | 20 | 0 | 0 | 31 | 63 | 13 | 46 |
| **TOTAL HALIFAX INT** | | | **51** | **0** | **1** | **45** | **12** | **24** | **20** | **0** | **0** | **31** | **63** | **13** | 46 |
| **OTTAWA INTERNATIONAL** | AIR CANADA | S | 60 | 0 | 0 | 58 | 20 | 7 | 15 | 0 | 0 | 25 | 60 | 17 | 60 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL OTTAWA INTERNATIONAL** | | | **60** | **0** | **0** | **58** | **20** | **7** | **15** | **0** | **0** | **25** | **60** | **17** | 60 |
| **TORONTO** | AIR CANADA | S | 134 | 0 | 7 | 32 | 30 | 22 | 16 | 1 | 0 | 34 | 44 | 29 | 117 |
| | AIR INDIA | S | 12 | 0 | 14 | 8 | 8 | 25 | 50 | 0 | 8 | 103 | 35 | 62 | 26 |
| | BRITISH AIRWAYS PLC | S | 76 | 0 | 0 | 78 | 12 | 5 | 4 | 1 | 0 | 13 | 78 | 10 | 76 |
| | CANADIAN AIRLINES INT/L | S | 60 | 0 | 0 | 53 | 15 | 13 | 15 | 3 | 0 | 34 | 75 | 10 | 60 |
| **TOTAL TORONTO** | | | **282** | **0** | **21** | **48** | **21** | **16** | **14** | **1** | **0** | **31** | **59** | **23** | 279 |
| **VANCOUVER** | AIR CANADA | S | 60 | 0 | 1 | 67 | 15 | 12 | 7 | 0 | 0 | 13 | 50 | 29 | 58 |
| | BRITISH AIRWAYS PLC | S | 60 | 1 | 0 | 68 | 13 | 7 | 12 | 0 | 0 | 14 | 92 | 11 | 59 |
| | CANADIAN AIRLINES INT/L | S | 66 | 1 | 2 | 67 | 15 | 11 | 8 | 0 | 0 | 15 | 60 | 10 | 60 |
| **TOTAL VANCOUVER** | | | **186** | **2** | **3** | **67** | **15** | **10** | **9** | **0** | **0** | **14** | **67** | **16** | 177 |
| **TOTAL CANADA** | | | **648** | **2** | **27** | **58** | **17** | **12** | **12** | **1** | **0** | **23** | **64** | **18** | 620 |
| **CHILE** | | | | | | | | | | | | | | | |
| **SANTIAGO DE CHILE** | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 92 | 0 | 4 | 4 | 0 | 0 | 7 | 76 | 13 | 17 |
| **TOTAL SANTIAGO DE CHILE** | | | **26** | **0** | **0** | **92** | **0** | **4** | **4** | **0** | **0** | **7** | **76** | **13** | 17 |
| **TOTAL CHILE** | | | **26** | **0** | **0** | **92** | **0** | **4** | **4** | **0** | **0** | **7** | **76** | **13** | 17 |
| **CHINA** | | | | | | | | | | | | | | | |
| **BEIJING** | AIR CHINA | S | 16 | 0 | 0 | 69 | 6 | 13 | 13 | 0 | 0 | 16 | 56 | 23 | 18 |
| | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 1 | 67 | 13 | 18 |
| **TOTAL BEIJING** | | | **32** | **0** | **0** | **81** | **6** | **6** | **6** | **0** | **0** | **8** | **61** | **18** | 36 |
| **TOTAL CHINA** | | | **32** | **0** | **0** | **81** | **6** | **6** | **6** | **0** | **0** | **8** | **61** | **18** | 36 |
| **COLOMBIA** | | | | | | | | | | | | | | | |
| **BOGOTA** | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | -6 | 94 | -3 | 18 |
| **TOTAL BOGOTA** | | | **17** | **0** | **0** | **82** | **18** | **0** | **0** | **0** | **0** | **-6** | **94** | **-3** | 18 |
| **TOTAL COLOMBIA** | | | **17** | **0** | **0** | **82** | **18** | **0** | **0** | **0** | **0** | **-6** | **94** | **-3** | 18 |
| **CROATIA** | | | | | | | | | | | | | | | |
| **ZAGREB** | CROATIA AIRLINES | S | 60 | 0 | 0 | 83 | 10 | 7 | 0 | 0 | 0 | 4 | 82 | 3 | 60 |
| **TOTAL ZAGREB** | | | **60** | **0** | **0** | **83** | **10** | **7** | **0** | **0** | **0** | **4** | **82** | **3** | 60 |
| **TOTAL CROATIA** | | | **60** | **0** | **0** | **83** | **10** | **7** | **0** | **0** | **0** | **4** | **82** | **3** | 60 |
| **CYPRUS** | | | | | | | | | | | | | | | |
| **LARNACA** | BRITISH AIRWAYS PLC | S | 67 | 0 | 0 | 72 | 18 | 1 | 9 | 0 | 0 | 11 | 80 | 7 | 61 |
| | CYPRUS AIRWAYS | S | 80 | 0 | 0 | 46 | 28 | 16 | 10 | 0 | 0 | 23 | 53 | 32 | 80 |
| **TOTAL LARNACA** | | | **148** | **0** | **0** | **58** | **23** | **9** | **9** | **0** | **0** | **18** | **65** | **21** | 141 |
| **PAPHOS** | CYPRUS AIRWAYS | S | 10 | 0 | 10 | 40 | 40 | 10 | 0 | 0 | 10 | 86 | 50 | 37 | 16 |
| **TOTAL PAPHOS** | | | **10** | **0** | **10** | **40** | **40** | **10** | **0** | **0** | **10** | **86** | **50** | **37** | 16 |
| **TOTAL CYPRUS** | | | **158** | **0** | **10** | **57** | **24** | **9** | **9** | **0** | **1** | **22** | **63** | **23** | 157 |
| **CZECH REPUBLIC** | | | | | | | | | | | | | | | |
| **PRAGUE** | BMI BRITISH MIDLAND | S | 78 | 0 | 0 | 94 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 81 | 13 | 6 | 1 | 0 | 0 | 4 | 89 | 2 | 120 |
| | CSA | S | 120 | 0 | 0 | 91 | 8 | 1 | 1 | 0 | 0 | 1 | 65 | 14 | 110 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL PRAGUE** | | | **318** | **0** | **0** | **88** | **9** | **3** | **1** | **0** | **0** | **2** | **77** | **8** | 230 |
| **TOTAL CZECH REPUBLIC** | | | **318** | **0** | **0** | **88** | **9** | **3** | **1** | **0** | **0** | **2** | **77** | **8** | 230 |
| **DENMARK** | | | | | | | | | | | | | | | |
| **AARHUS (TIRSTRUP)** | SAS | S | 56 | 0 | 0 | 89 | 5 | 5 | 0 | 0 | 0 | 1 | 85 | 3 | 54 |
| **TOTAL AARHUS (TIRSTRUP)** | | | **56** | **0** | **0** | **89** | **5** | **5** | **0** | **0** | **0** | **1** | **85** | **3** | 54 |
| **COPENHAGEN** | BRITISH AIRWAYS PLC | S | 232 | 0 | 0 | 88 | 9 | 3 | 1 | 0 | 0 | 3 | 89 | 4 | 220 |
| | SAS | S | 285 | 0 | 1 | 76 | 12 | 8 | 4 | 0 | 0 | 9 | 82 | 5 | 277 |
| | VARIG | S | 24 | 0 | 0 | 67 | 21 | 8 | 4 | 0 | 0 | 15 | 38 | 41 | 26 |
| **TOTAL COPENHAGEN** | | | **541** | **0** | **1** | **80** | **11** | **6** | **3** | **0** | **0** | **7** | **83** | **6** | 523 |
| **TOTAL DENMARK** | | | **597** | **0** | **1** | **81** | **11** | **6** | **2** | **0** | **0** | **6** | **83** | **6** | 577 |
| **EGYPT** | | | | | | | | | | | | | | | |
| **CAIRO** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 73 | 17 | 5 | 5 | 0 | 0 | 11 | 93 | 14 | 60 |
| | EGYPT AIR | S | 62 | 1 | 4 | 23 | 35 | 23 | 15 | 5 | 0 | 43 | 40 | 21 | 60 |
| **TOTAL CAIRO** | | | **122** | **1** | **4** | **48** | **26** | **14** | **10** | **2** | **0** | **28** | **67** | **17** | 120 |
| **LUXOR** | EGYPT AIR | S | 11 | 0 | 1 | 55 | 9 | 9 | 18 | 9 | 0 | 42 | 42 | 26 | 12 |
| **TOTAL LUXOR** | | | **11** | **0** | **1** | **55** | **9** | **9** | **18** | **9** | **0** | **42** | **42** | **26** | 12 |
| **TOTAL EGYPT** | | | **133** | **1** | **5** | **48** | **25** | **14** | **11** | **3** | **0** | **29** | **64** | **18** | 132 |
| **ETHIOPIA** | | | | | | | | | | | | | | | |
| **ADDIS ABABA** | ETHIOPIAN AIRLINES | S | 42 | 0 | 0 | 31 | 10 | 29 | 31 | 0 | 0 | 42 | 6 | 76 | 35 |
| **TOTAL ADDIS ABABA** | | | **42** | **0** | **0** | **31** | **10** | **29** | **31** | **0** | **0** | **42** | **6** | **76** | 35 |
| **TOTAL ETHIOPIA** | | | **42** | **0** | **0** | **31** | **10** | **29** | **31** | **0** | **0** | **42** | **6** | **76** | 35 |
| **FED REP YUGO SERBIA M'ENEGRO** | | | | | | | | | | | | | | | |
| **BELGRADE** | JATAIRWAYS | S | 44 | 0 | 0 | 84 | 9 | 2 | 0 | 5 | 0 | 9 | 80 | 3 | 44 |
| **TOTAL BELGRADE** | | | **44** | **0** | **0** | **84** | **9** | **2** | **0** | **5** | **0** | **9** | **80** | **3** | 44 |
| **TOTAL FED REP YUGO SERBIA M'ENEGRO** | | | **44** | **0** | **0** | **84** | **9** | **2** | **0** | **5** | **0** | **9** | **80** | **3** | 44 |
| **FINLAND** | | | | | | | | | | | | | | | |
| **HELSINKI** | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 82 | 14 | 3 | 1 | 0 | 0 | 4 | 89 | 3 | 110 |
| | FINNAIR | S | 180 | 0 | 0 | 72 | 21 | 8 | 0 | 0 | 0 | 7 | 76 | 7 | 163 |
| **TOTAL HELSINKI** | | | **300** | **0** | **0** | **76** | **18** | **6** | **0** | **0** | **0** | **6** | **81** | **5** | 274 |
| **TOTAL FINLAND** | | | **300** | **0** | **0** | **76** | **18** | **6** | **0** | **0** | **0** | **6** | **81** | **5** | 274 |
| **FRANCE** | | | | | | | | | | | | | | | |
| **BORDEAUX** | AIR INTER EUROPE | S | 60 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL BORDEAUX** | | | **60** | **0** | **0** | **87** | **10** | **3** | **0** | **0** | **0** | **3** | **0** | **0** | 0 |
| **LYON** | AIR INTER EUROPE | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | AIR INTER EUROPE | S | 104 | 0 | 0 | 73 | 21 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 129 | 0 | 0 | 71 | 22 | 7 | 0 | 0 | 0 | 10 | 81 | 7 | 180 |
| **TOTAL LYON** | | | **237** | **0** | **1** | **72** | **22** | **6** | **0** | **0** | **0** | **10** | **78** | **9** | 347 |
| **NICE** | AIR INTER EUROPE | S | 59 | 0 | 0 | 78 | 14 | 7 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: HEATHROW (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **NICE** | BMI BRITISH MIDLAND | S | 120 | 0 | 0 | 71 | 23 | 7 | 0 | 0 | 0 | 9 | 68 | 12 | 120 |
| | BRITISH AIRWAYS PLC | S | 188 | 0 | 0 | 68 | 20 | 12 | 1 | 0 | 0 | 12 | 58 | 16 | 180 |
| **TOTAL NICE** | | | **367** | **0** | **0** | **71** | **20** | **9** | **1** | **0** | **0** | **11** | **60** | **16** | 422 |
| **PARIS (CHARLES DE GAULLE)** | AIR FRANCE | S | 500 | 0 | 0 | 75 | 15 | 8 | 2 | 0 | 0 | 9 | 77 | 9 | 460 |
| | BMI BRITISH MIDLAND | S | 467 | 0 | 1 | 90 | 9 | 1 | 1 | 0 | 0 | 3 | 87 | 4 | 466 |
| | BRITISH AIRWAYS PLC | S | 471 | 0 | 0 | 89 | 5 | 3 | 2 | 0 | 0 | 4 | 84 | 6 | 466 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 21 | 50 | 24 | 2 |
| **TOTAL PARIS (CHARLES DE GAULLE)** | | | **1440** | **0** | **2** | **84** | **10** | **4** | **2** | **0** | **0** | **6** | **83** | **6** | 1396 |
| **PARIS (ORLY)** | AIR INTER EUROPE | S | 170 | 1 | 10 | 76 | 13 | 9 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| | AIR LIBERTE/ TAT EUROPEAN ALN | S | 180 | 0 | 0 | 84 | 9 | 4 | 2 | 1 | 0 | 8 | 87 | 4 | 156 |
| | BRITISH AIRWAYS PLC | S | 110 | 0 | 0 | 86 | 9 | 2 | 3 | 0 | 0 | 6 | 70 | 8 | 110 |
| **TOTAL PARIS (ORLY)** | | | **460** | **1** | **10** | **82** | **11** | **6** | **2** | **0** | **0** | **8** | **83** | **5** | 722 |
| **STRASBOURG** | AIR INTER EUROPE | S | 105 | 0 | 0 | 48 | 34 | 13 | 5 | 0 | 0 | 19 | 0 | 0 | 0 |
| **TOTAL STRASBOURG** | | | **105** | **0** | **0** | **48** | **34** | **13** | **5** | **0** | **0** | **19** | **38** | **36** | 52 |
| **TOULOUSE (BLAGNAC)** | AIR INTER EUROPE | S | 117 | 0 | 3 | 75 | 17 | 6 | 2 | 0 | 0 | 8 | 0 | 0 | 0 |
| **TOTAL TOULOUSE (BLAGNAC)** | | | **117** | **1** | **3** | **75** | **17** | **6** | **2** | **0** | **0** | **8** | **85** | **-1** | 60 |
| **TOTAL FRANCE** | | | **2786** | **2** | **16** | **79** | **14** | **6** | **1** | **0** | **0** | **8** | **78** | **8** | 3000 |
| **GERMANY** | | | | | | | | | | | | | | | |
| **BERLIN (TEGEL)** | BRITISH AIRWAYS PLC | S | 240 | 0 | 0 | 84 | 11 | 4 | 1 | 0 | 0 | 4 | 92 | 1 | 230 |
| | LUFTHANSA | S | 120 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 5 | 83 | 3 | 120 |
| **TOTAL BERLIN (TEGEL)** | | | **360** | **0** | **0** | **81** | **12** | **6** | **1** | **0** | **0** | **4** | **89** | **2** | 350 |
| **BREMEN** | LUFTHANSA | S | 60 | 0 | 0 | 38 | 43 | 17 | 2 | 0 | 0 | 19 | 66 | 11 | 58 |
| **TOTAL BREMEN** | | | **60** | **0** | **0** | **38** | **43** | **17** | **2** | **0** | **0** | **19** | **72** | **9** | 98 |
| **COLOGNE (BONN)** | BRITISH AIRWAYS PLC | S | 158 | 0 | 3 | 75 | 11 | 5 | 9 | 0 | 0 | 13 | 89 | 4 | 110 |
| | LUFTHANSA | S | 74 | 7 | 0 | 84 | 11 | 4 | 0 | 0 | 1 | 9 | 88 | 1 | 114 |
| **TOTAL COLOGNE (BONN)** | | | **232** | **7** | **3** | **78** | **11** | **5** | **6** | **0** | **0** | **12** | **88** | **3** | 224 |
| **DRESDEN** | LUFTHANSA | S | 87 | 1 | 2 | 76 | 21 | 2 | 1 | 0 | 0 | 8 | 85 | 6 | 60 |
| **TOTAL DRESDEN** | | | **87** | **1** | **2** | **76** | **21** | **2** | **1** | **0** | **0** | **8** | **85** | **6** | 60 |
| **DUSSELDORF** | BRITISH AIRWAYS PLC | S | 183 | 0 | 0 | 90 | 7 | 1 | 2 | 1 | 1 | 5 | 86 | 4 | 220 |
| | LUFTHANSA | S | 166 | 2 | 4 | 86 | 10 | 4 | 1 | 0 | 0 | 4 | 78 | 6 | 169 |
| **TOTAL DUSSELDORF** | | | **349** | **2** | **4** | **88** | **8** | **2** | **1** | **0** | **0** | **5** | **83** | **5** | 389 |
| **FRANKFURT MAIN** | BMI BRITISH MIDLAND | S | 232 | 0 | 0 | 89 | 8 | 1 | 1 | 0 | 0 | 2 | 87 | 2 | 230 |
| | BRITISH AIRWAYS PLC | S | 284 | 0 | 0 | 84 | 11 | 4 | 2 | 0 | 0 | 6 | 77 | 9 | 230 |
| | LUFTHANSA | S | 298 | 4 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 3 | 73 | 10 | 300 |
| **TOTAL FRANKFURT MAIN** | | | **815** | **4** | **0** | **87** | **9** | **3** | **1** | **0** | **0** | **4** | **78** | **7** | 760 |
| **HAMBURG** | BRITISH AIRWAYS PLC | S | 180 | 0 | 0 | 84 | 12 | 2 | 2 | 1 | 0 | 8 | 83 | 5 | 180 |
| | LUFTHANSA | S | 176 | 0 | 0 | 89 | 7 | 3 | 0 | 0 | 0 | 0 | 79 | 5 | 178 |
| **TOTAL HAMBURG** | | | **356** | **0** | **0** | **87** | **10** | **3** | **1** | **0** | **0** | **4** | **81** | **5** | 358 |
| **HANOVER** | BRITISH AIRWAYS PLC | S | 80 | 0 | 0 | 95 | 4 | 1 | 0 | 0 | 0 | -2 | 90 | 1 | 72 |
| | LUFTHANSA | S | 121 | 0 | 0 | 88 | 11 | 2 | 0 | 0 | 0 | 1 | 85 | 4 | 118 |
| **TOTAL HANOVER** | | | **201** | **0** | **0** | **91** | **8** | **1** | **0** | **0** | **0** | **0** | **87** | **3** | 190 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **LEIPZIG** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 0 | 90 | 2 | 60 |
| | LUFTHANSA | S | 69 | 0 | 3 | 84 | 12 | 1 | 3 | 0 | 0 | 8 | 75 | 8 | 89 |
| **TOTAL LEIPZIG** | | | **129** | **0** | **3** | **91** | **7** | **1** | **2** | **0** | **0** | **4** | **81** | **6** | 149 |
| **MUNICH** | BRITISH AIRWAYS PLC | S | 284 | 0 | 0 | 88 | 8 | 2 | 1 | 0 | 0 | 3 | 91 | 2 | 280 |
| | LUFTHANSA | S | 234 | 1 | 1 | 88 | 7 | 3 | 2 | 0 | 0 | 2 | 81 | 3 | 228 |
| **TOTAL MUNICH** | | | **518** | **1** | **1** | **88** | **8** | **3** | **1** | **0** | **0** | **3** | **87** | **2** | 508 |
| **NUREMBERG** | LUFTHANSA | S | 116 | 0 | 0 | 92 | 6 | 0 | 2 | 0 | 0 | -1 | 86 | 2 | 118 |
| **TOTAL NUREMBERG** | | | **116** | **0** | **0** | **92** | **6** | **0** | **2** | **0** | **0** | **-1** | **86** | **2** | 118 |
| **STUTTGART** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 80 | 17 | 0 | 3 | 0 | 0 | 9 | 91 | 3 | 110 |
| | LUFTHANSA | S | 158 | 0 | 0 | 95 | 3 | 2 | 1 | 0 | 0 | -1 | 88 | 0 | 142 |
| **TOTAL STUTTGART** | | | **218** | **0** | **0** | **91** | **6** | **1** | **1** | **0** | **0** | **2** | **89** | **1** | 252 |
| **TOTAL GERMANY** | | | **3441** | **15** | **13** | **85** | **10** | **3** | **1** | **0** | **0** | **4** | **84** | **4** | 3456 |
| **GHANA** | | | | | | | | | | | | | | | |
| **ACCRA** | GHANA AIRWAYS | S | 24 | 0 | 2 | 17 | 17 | 29 | 8 | 25 | 4 | 114 | 38 | 46 | 26 |
| **TOTAL ACCRA** | | | **24** | **0** | **2** | **17** | **17** | **29** | **8** | **25** | **4** | **114** | **38** | **46** | 26 |
| **TOTAL GHANA** | | | **24** | **0** | **2** | **17** | **17** | **29** | **8** | **25** | **4** | **114** | **38** | **46** | 26 |
| **GIBRALTAR** | | | | | | | | | | | | | | | |
| **GIBRALTAR** | GB AIRWAYS LTD | S | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 40 | 79 | 11 | 19 |
| **TOTAL GIBRALTAR** | | | **8** | **0** | **0** | **38** | **13** | **38** | **13** | **0** | **0** | **40** | **79** | **11** | 19 |
| **TOTAL GIBRALTAR** | | | **8** | **0** | **0** | **38** | **13** | **38** | **13** | **0** | **0** | **40** | **79** | **11** | 19 |
| **GREECE** | | | | | | | | | | | | | | | |
| **ATHENS** | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 51 | 24 | 19 | 6 | 0 | 0 | 18 | 77 | 6 | 120 |
| | OLYMPIC AIRWAYS | S | 172 | 2 | 0 | 45 | 20 | 26 | 9 | 0 | 0 | 24 | 50 | 24 | 170 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 73 | 8 | 13 | 5 | 0 | 0 | 11 | 72 | 12 | 57 |
| **TOTAL ATHENS** | | | **352** | **2** | **0** | **52** | **19** | **22** | **7** | **0** | **0** | **19** | **63** | **16** | 347 |
| **SALONIKA** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 88 | 5 | 3 | 3 | 0 | 0 | 5 | 88 | 9 | 60 |
| **TOTAL SALONIKA** | | | **60** | **0** | **0** | **88** | **5** | **3** | **3** | **0** | **0** | **5** | **88** | **9** | 60 |
| **TOTAL GREECE** | | | **412** | **2** | **0** | **57** | **17** | **19** | **7** | **0** | **0** | **17** | **67** | **15** | 408 |
| **HONG KONG** | | | | | | | | | | | | | | | |
| **HONG KONG (CHEP LAP KOK)** | BRITISH AIRWAYS PLC | S | 60 | 1 | 0 | 53 | 20 | 22 | 5 | 0 | 0 | 18 | 58 | 15 | 60 |
| | CATHAY PACIFIC AIRWAYS | S | 86 | 0 | 0 | 45 | 13 | 22 | 20 | 0 | 0 | 27 | 51 | 28 | 61 |
| | UNITED AIRLINES | S | 60 | 0 | 0 | 62 | 25 | 3 | 8 | 2 | 0 | 17 | 0 | 0 | 0 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 62 | 8 | 17 | 10 | 3 | 0 | 26 | 55 | 28 | 60 |
| **TOTAL HONG KONG (CHEP LAP KOK)** | | | **266** | **1** | **0** | **55** | **16** | **17** | **12** | **1** | **0** | **22** | **55** | **24** | 181 |
| **TOTAL HONG KONG** | | | **266** | **1** | **0** | **55** | **16** | **17** | **12** | **1** | **0** | **22** | **55** | **24** | 181 |
| **HUNGARY** | | | | | | | | | | | | | | | |
| **BUDAPEST** | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 86 | 11 | 3 | 0 | 0 | 0 | 4 | 89 | 2 | 120 |
| | MALEV (HUNGARIAN AIRLINES) | S | 120 | 0 | 0 | 88 | 8 | 1 | 3 | 0 | 0 | 4 | 77 | 6 | 120 |
| **TOTAL BUDAPEST** | | | **240** | **0** | **0** | **87** | **10** | **2** | **1** | **0** | **0** | **4** | **83** | **4** | 240 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL HUNGARY** | | | **240** | **0** | **0** | **87** | **10** | **2** | **1** | **0** | **0** | **4** | **83** | **4** | 240 |
| **ICELAND** | | | | | | | | | | | | | | | |
| **KEFLAVIK** | ICELANDAIR | S | 56 | 4 | 4 | 71 | 11 | 14 | 4 | 0 | 0 | 8 | 83 | 2 | 60 |
| **TOTAL KEFLAVIK** | | | **56** | **4** | **4** | **71** | **11** | **14** | **4** | **0** | **0** | **8** | **83** | **2** | 60 |
| **TOTAL ICELAND** | | | **56** | **4** | **4** | **71** | **11** | **14** | **4** | **0** | **0** | **8** | **83** | **2** | 60 |
| **INDIA** | | | | | | | | | | | | | | | |
| **CALCUTTA** | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 72 | 6 | 11 | 11 | 0 | 0 | 22 | 47 | 56 | 17 |
| **TOTAL CALCUTTA** | | | **18** | **0** | **0** | **72** | **6** | **11** | **11** | **0** | **0** | **22** | **47** | **56** | 17 |
| **DELHI** | AIR CANADA | S | 26 | 0 | 0 | 58 | 23 | 8 | 12 | 0 | 0 | 17 | 44 | 49 | 34 |
| | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 50 | 13 | 0 | 38 | 0 | 0 | 39 | 33 | 149 | 9 |
| **TOTAL DELHI** | | | **34** | **0** | **0** | **56** | **21** | **6** | **18** | **0** | **0** | **22** | **42** | **70** | 43 |
| **MADRAS/CHENNAI** | AIR INDIA | S | 18 | 0 | 0 | 78 | 6 | 0 | 17 | 0 | 0 | 16 | 22 | 45 | 18 |
| **TOTAL MADRAS/CHENNAI** | | | **19** | **0** | **0** | **79** | **5** | **0** | **16** | **0** | **0** | **15** | **57** | **34** | 44 |
| **MUMBAI** | AIR INDIA | S | 60 | 0 | 41 | 22 | 15 | 38 | 22 | 2 | 2 | 56 | 11 | 58 | 103 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 63 | 27 | 10 | 0 | 0 | 0 | 13 | 82 | 34 | 34 |
| **TOTAL MUMBAI** | | | **120** | **0** | **41** | **43** | **21** | **24** | **11** | **1** | **1** | **34** | **28** | **52** | 137 |
| **TOTAL INDIA** | | | **191** | **0** | **41** | **51** | **18** | **17** | **13** | **1** | **1** | **29** | **37** | **52** | 241 |
| **INDONESIA** | | | | | | | | | | | | | | | |
| **JAKARTA (SOEKARNO-HATTA INTNL)** | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 56 | 6 | 26 | 12 | 0 | 0 | 25 | 74 | 14 | 34 |
| **TOTAL JAKARTA (SOEKARNO-HATTA INTNL)** | | | **34** | **0** | **0** | **56** | **6** | **26** | **12** | **0** | **0** | **25** | **74** | **14** | 34 |
| **TOTAL INDONESIA** | | | **34** | **0** | **0** | **56** | **6** | **26** | **12** | **0** | **0** | **25** | **74** | **14** | 34 |
| **IRAN** | | | | | | | | | | | | | | | |
| **TEHRAN** | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 53 | 18 | 24 | 6 | 0 | 0 | 21 | 63 | 127 | 8 |
| | IRAN AIR | S | 26 | 0 | 0 | 50 | 4 | 35 | 8 | 4 | 0 | 33 | 54 | 19 | 26 |
| **TOTAL TEHRAN** | | | **43** | **0** | **0** | **51** | **9** | **30** | **7** | **2** | **0** | **28** | **56** | **45** | 34 |
| **TOTAL IRAN** | | | **43** | **0** | **0** | **51** | **9** | **30** | **7** | **2** | **0** | **28** | **56** | **45** | 34 |
| **IRISH REPUBLIC** | | | | | | | | | | | | | | | |
| **CORK** | AER LINGUS | S | 233 | 0 | 0 | 66 | 16 | 15 | 3 | 1 | 0 | 16 | 82 | 9 | 232 |
| **TOTAL CORK** | | | **233** | **0** | **0** | **66** | **16** | **15** | **3** | **1** | **0** | **16** | **82** | **9** | 233 |
| **DUBLIN** | AER LINGUS | S | 791 | 2 | 8 | 80 | 12 | 7 | 1 | 0 | 0 | 8 | 91 | 3 | 800 |
| | BMI BRITISH MIDLAND | S | 503 | 1 | 2 | 83 | 13 | 4 | 1 | 0 | 0 | 6 | 91 | 2 | 494 |
| **TOTAL DUBLIN** | | | **1294** | **3** | **10** | **81** | **12** | **6** | **1** | **0** | **0** | **7** | **91** | **3** | 1294 |
| **SHANNON** | AER LINGUS | S | 231 | 0 | 0 | 74 | 19 | 4 | 1 | 2 | 0 | 14 | 87 | 4 | 230 |
| **TOTAL SHANNON** | | | **231** | **0** | **0** | **74** | **19** | **4** | **1** | **2** | **0** | **14** | **87** | **4** | 230 |
| **TOTAL IRISH REPUBLIC** | | | **1758** | **3** | **10** | **78** | **14** | **7** | **1** | **0** | **0** | **9** | **89** | **4** | 1757 |
| **ISRAEL** | | | | | | | | | | | | | | | |
| **OVDA** | EL AL | S | 17 | 0 | 0 | 65 | 24 | 6 | 6 | 0 | 0 | 13 | 69 | 14 | 16 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL OVDA** | | | **17** | **0** | **0** | **65** | **24** | **6** | **6** | **0** | **0** | **13** | **69** | **14** | 16 |
| **TEL AVIV** | BRITISH AIRWAYS PLC | S | 68 | 0 | 0 | 71 | 15 | 10 | 4 | 0 | 0 | 12 | 82 | 8 | 60 |
| | EL AL | S | 72 | 4 | 33 | 76 | 10 | 8 | 6 | 0 | 0 | 7 | 68 | 19 | 112 |
| **TOTAL TEL AVIV** | | | **140** | **4** | **33** | **74** | **12** | **9** | **5** | **0** | **0** | **9** | **73** | **15** | 172 |
| **TOTAL ISRAEL** | | | **157** | **4** | **33** | **73** | **13** | **9** | **5** | **0** | **0** | **10** | **72** | **15** | 188 |
| **ITALY** | | | | | | | | | | | | | | | |
| **BOLOGNA** | BRITISH AIRWAYS PLC | S | 64 | 0 | 2 | 56 | 30 | 9 | 5 | 0 | 0 | 17 | 80 | 9 | 66 |
| **TOTAL BOLOGNA** | | | **64** | **0** | **2** | **56** | **30** | **9** | **5** | **0** | **0** | **17** | **80** | **9** | 66 |
| **MILAN (LINATE)** | ALITALIA | S | 356 | 0 | 4 | 47 | 25 | 23 | 5 | 0 | 0 | 21 | 64 | 14 | 354 |
| | BRITISH AIRWAYS PLC | S | 236 | 0 | 0 | 36 | 20 | 33 | 11 | 0 | 0 | 29 | 83 | 7 | 239 |
| **TOTAL MILAN (LINATE)** | | | **592** | **1** | **4** | **42** | **23** | **27** | **7** | **0** | **0** | **24** | **72** | **12** | 593 |
| **PISA** | BRITISH AIRWAYS PLC | S | 68 | 0 | 0 | 74 | 21 | 4 | 1 | 0 | 0 | 10 | 80 | 9 | 60 |
| **TOTAL PISA** | | | **68** | **0** | **0** | **74** | **21** | **4** | **1** | **0** | **0** | **10** | **80** | **9** | 60 |
| **ROME (FIUMICINO)** | ALITALIA | S | 299 | 0 | 1 | 67 | 21 | 10 | 3 | 0 | 0 | 12 | 72 | 14 | 294 |
| | BRITISH AIRWAYS PLC | S | 299 | 0 | 1 | 84 | 10 | 5 | 1 | 0 | 0 | 5 | 88 | 7 | 240 |
| **TOTAL ROME (FIUMICINO)** | | | **598** | **0** | **2** | **75** | **16** | **7** | **2** | **0** | **0** | **9** | **76** | **12** | 578 |
| **TURIN** | ALITALIA | S | 60 | 0 | 0 | 47 | 28 | 22 | 3 | 0 | 0 | 22 | 88 | 2 | 58 |
| | BRITISH AIRWAYS PLC | S | 112 | 0 | 0 | 71 | 15 | 12 | 2 | 0 | 0 | 10 | 76 | 6 | 50 |
| **TOTAL TURIN** | | | **172** | **0** | **0** | **63** | **20** | **15** | **2** | **0** | **0** | **14** | **82** | **4** | 108 |
| **VENICE** | BRITISH AIRWAYS PLC | S | 68 | 0 | 0 | 87 | 12 | 1 | 0 | 0 | 0 | -3 | 77 | 8 | 60 |
| **TOTAL VENICE** | | | **68** | **0** | **0** | **87** | **12** | **1** | **0** | **0** | **0** | **-3** | **77** | **8** | 61 |
| **TOTAL ITALY** | | | **1562** | **1** | **8** | **61** | **20** | **15** | **4** | **0** | **0** | **15** | **75** | **11** | 1470 |
| **JAPAN** | | | | | | | | | | | | | | | |
| **NAGOYA (AFB)** | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 69 | 19 | 13 | 0 | 0 | 0 | 9 | 76 | 3 | 17 |
| **TOTAL NAGOYA (AFB)** | | | **16** | **0** | **0** | **69** | **19** | **13** | **0** | **0** | **0** | **9** | **76** | **3** | 17 |
| **OSAKA (KANSAI)** | ALL NIPPON AIRWAYS | S | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 89 | 2 | 2 | 7 | 0 | 0 | 10 | 76 | 8 | 17 |
| | JAPAN AIRLINES | S | 44 | 0 | 0 | 61 | 23 | 14 | 2 | 0 | 0 | 15 | 64 | 18 | 36 |
| **TOTAL OSAKA (KANSAI)** | | | **106** | **0** | **0** | **77** | **10** | **8** | **4** | **0** | **0** | **11** | **68** | **15** | 53 |
| **TOKYO (NARITA)** | AEROFLOT | S | 25 | 0 | 0 | 64 | 20 | 12 | 4 | 0 | 0 | 12 | 50 | 35 | 18 |
| | ALL NIPPON AIRWAYS | S | 60 | 0 | 0 | 85 | 12 | 2 | 2 | 0 | 0 | 4 | 65 | 11 | 62 |
| | BRITISH AIRWAYS PLC | S | 112 | 0 | 0 | 86 | 8 | 6 | 0 | 0 | 0 | 2 | 80 | 15 | 110 |
| | JAPAN AIRLINES | S | 76 | 0 | 0 | 76 | 14 | 5 | 4 | 0 | 0 | 8 | 75 | 11 | 76 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 52 | 0 | 0 | 60 | 27 | 10 | 4 | 0 | 0 | 14 | 46 | 22 | 50 |
| **TOTAL TOKYO (NARITA)** | | | **325** | **0** | **0** | **78** | **14** | **6** | **2** | **0** | **0** | **6** | **69** | **15** | 316 |
| **TOTAL JAPAN** | | | **447** | **0** | **0** | **77** | **13** | **7** | **2** | **0** | **0** | **8** | **69** | **15** | 386 |
| **JORDAN** | | | | | | | | | | | | | | | |
| **AMMAN** | BRITISH AIRWAYS PLC | S | 35 | 0 | 0 | 74 | 3 | 11 | 9 | 3 | 0 | 15 | 83 | -2 | 18 |
| | BRITISH MEDITERRANEAN AIRWA | S | 15 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | ROYAL JORDANIAN | S | 51 | 1 | 0 | 65 | 20 | 8 | 6 | 2 | 0 | 20 | 80 | 5 | 51 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL AMMAN** | | | **102** | **1** | **1** | **73** | **12** | **8** | **6** | **2** | **0** | **16** | **81** | **2** | 79 |
| **TOTAL JORDAN** | | | **102** | **1** | **1** | **73** | **12** | **8** | **6** | **2** | **0** | **16** | **81** | **2** | 79 |
| **KENYA** | | | | | | | | | | | | | | | |
| **MOMBASA** | KENYA AIRWAYS | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 44 | 31 | 9 |
| **TOTAL MOMBASA** | | | **4** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-4** | **44** | **31** | 9 |
| **NAIROBI** | KENYA AIRWAYS | S | 64 | 2 | 0 | 64 | 9 | 8 | 19 | 0 | 0 | 23 | 30 | 97 | 43 |
| **TOTAL NAIROBI** | | | **64** | **2** | **0** | **64** | **9** | **8** | **19** | **0** | **0** | **23** | **40** | **72** | 62 |
| **TOTAL KENYA** | | | **68** | **2** | **0** | **66** | **9** | **7** | **18** | **0** | **0** | **21** | **41** | **67** | 71 |
| **KUWAIT** | | | | | | | | | | | | | | | |
| **KUWAIT** | BRITISH AIRWAYS PLC | S | 52 | 0 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 1 | 95 | -4 | 43 |
| | KUWAIT AIRWAYS | S | 60 | 0 | 0 | 47 | 20 | 23 | 10 | 0 | 0 | 23 | 43 | 32 | 60 |
| **TOTAL KUWAIT** | | | **112** | **0** | **0** | **70** | **12** | **13** | **5** | **0** | **0** | **13** | **65** | **17** | 103 |
| **TOTAL KUWAIT** | | | **112** | **0** | **0** | **70** | **12** | **13** | **5** | **0** | **0** | **13** | **65** | **17** | 103 |
| **KYRGYZSTAN** | | | | | | | | | | | | | | | |
| **BISHKEK (FRUNZE)** | BRITISH MEDITERRANEAN AIRWA | C | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| **TOTAL BISHKEK (FRUNZE)** | | | **5** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-5** | **0** | **0** | 0 |
| **TOTAL KYRGYZSTAN** | | | **5** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-5** | **0** | **0** | 0 |
| **LEBANON** | | | | | | | | | | | | | | | |
| **BEIRUT** | BRITISH MEDITERRANEAN AIRWA | S | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 95 | -12 | 44 |
| | MEA | S | 34 | 0 | 0 | 68 | 21 | 9 | 0 | 3 | 0 | 16 | 77 | 8 | 35 |
| **TOTAL BEIRUT** | | | **45** | **0** | **0** | **76** | **16** | **7** | **0** | **2** | **0** | **10** | **87** | **-3** | 79 |
| **TOTAL LEBANON** | | | **45** | **0** | **0** | **76** | **16** | **7** | **0** | **2** | **0** | **10** | **87** | **-3** | 79 |
| **LITHUANIA** | | | | | | | | | | | | | | | |
| **VILNIUS** | LITHUANIA AIRLINES | S | 44 | 0 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | -5 | 97 | -5 | 34 |
| **TOTAL VILNIUS** | | | **44** | **0** | **0** | **98** | **0** | **2** | **0** | **0** | **0** | **-5** | **97** | **-5** | 34 |
| **TOTAL LITHUANIA** | | | **44** | **0** | **0** | **98** | **0** | **2** | **0** | **0** | **0** | **-5** | **97** | **-5** | 34 |
| **LUXEMBOURG** | | | | | | | | | | | | | | | |
| **LUXEMBOURG** | BRITISH AIRWAYS PLC | S | 52 | 0 | 0 | 90 | 4 | 6 | 0 | 0 | 0 | 2 | 98 | 0 | 50 |
| | LUXAIR | S | 112 | 0 | 0 | 80 | 18 | 2 | 0 | 0 | 0 | 5 | 90 | 5 | 108 |
| **TOTAL LUXEMBOURG** | | | **164** | **0** | **0** | **84** | **13** | **3** | **0** | **0** | **0** | **4** | **92** | **3** | 158 |
| **TOTAL LUXEMBOURG** | | | **164** | **0** | **0** | **84** | **13** | **3** | **0** | **0** | **0** | **4** | **92** | **3** | 158 |
| **MALAYSIA** | | | | | | | | | | | | | | | |
| **KUALA LUMPUR (SEPANG)** | MALAYSIAN AIRLINES SYSTEM-MA | S | 119 | 0 | 0 | 39 | 21 | 24 | 10 | 4 | 1 | 45 | 49 | 32 | 72 |
| **TOTAL KUALA LUMPUR (SEPANG)** | | | **119** | **0** | **0** | **39** | **21** | **24** | **10** | **4** | **1** | **45** | **49** | **32** | 72 |
| **TOTAL MALAYSIA** | | | **119** | **0** | **0** | **39** | **21** | **24** | **10** | **4** | **1** | **45** | **49** | **32** | 72 |
| **MALTA** | | | | | | | | | | | | | | | |
| **MALTA** | AIR MALTA | S | 120 | 0 | 0 | 69 | 14 | 9 | 8 | 0 | 0 | 14 | 30 | 30 | 120 |

Reporting Airport: HEATHROW (Full Analysis)

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL MALTA** | | | **120** | **0** | **0** | **69** | **14** | **9** | **8** | **0** | **0** | **14** | **30** | **30** | 120 |
| **TOTAL MALTA** | | | **120** | **0** | **0** | **69** | **14** | **9** | **8** | **0** | **0** | **14** | **30** | **30** | 120 |
| **MAURITIUS** | | | | | | | | | | | | | | | |
| **MAURITIUS** | AIR MAURITIUS LTD | S | 16 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 26 | 56 | 27 | 18 |
| **TOTAL MAURITIUS** | | | **16** | **0** | **0** | **50** | **13** | **25** | **13** | **0** | **0** | **26** | **56** | **27** | 18 |
| **TOTAL MAURITIUS** | | | **16** | **0** | **0** | **50** | **13** | **25** | **13** | **0** | **0** | **26** | **56** | **27** | 18 |
| **MEXICO** | | | | | | | | | | | | | | | |
| **MEXICO CITY** | BRITISH AIRWAYS PLC | S | 19 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | -1 | 92 | -2 | 26 |
| **TOTAL MEXICO CITY** | | | **19** | **0** | **0** | **95** | **0** | **0** | **5** | **0** | **0** | **-1** | **92** | **-2** | 26 |
| **TOTAL MEXICO** | | | **19** | **0** | **0** | **95** | **0** | **0** | **5** | **0** | **0** | **-1** | **92** | **-2** | 26 |
| **MOROCCO** | | | | | | | | | | | | | | | |
| **CASABLANCA MOHAMED V** | GB AIRWAYS LTD | S | 60 | 0 | 0 | 62 | 10 | 13 | 10 | 5 | 0 | 38 | 45 | 36 | 42 |
| | ROYAL AIR MAROC | S | 52 | 0 | 0 | 73 | 12 | 13 | 2 | 0 | 0 | 12 | 71 | 8 | 52 |
| **TOTAL CASABLANCA MOHAMED V** | | | **112** | **0** | **0** | **67** | **11** | **13** | **6** | **3** | **0** | **26** | **60** | **21** | 94 |
| **MARRAKESH** | ROYAL AIR MAROC | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| **TOTAL MARRAKESH** | | | **4** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-6** | **83** | **16** | 18 |
| **TOTAL MOROCCO** | | | **116** | **0** | **0** | **68** | **10** | **13** | **6** | **3** | **0** | **24** | **62** | **20** | 129 |
| **NAMIBIA** | | | | | | | | | | | | | | | |
| **WINDHOEK** | AIR NAMIBIA | S | 26 | 0 | 0 | 65 | 4 | 23 | 8 | 0 | 0 | 20 | 69 | 20 | 26 |
| **TOTAL WINDHOEK** | | | **26** | **0** | **0** | **65** | **4** | **23** | **8** | **0** | **0** | **20** | **69** | **20** | 26 |
| **TOTAL NAMIBIA** | | | **26** | **0** | **0** | **65** | **4** | **23** | **8** | **0** | **0** | **20** | **69** | **20** | 26 |
| **NATIONALIST CHINA (TAIWAN)** | | | | | | | | | | | | | | | |
| **TAIPEI** | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 42 | 19 | 31 | 8 | 0 | 0 | 29 | 60 | 21 | 25 |
| | EVA AIR | S | 26 | 0 | 0 | 35 | 4 | 38 | 23 | 0 | 0 | 40 | 12 | 48 | 26 |
| **TOTAL TAIPEI** | | | **52** | **0** | **0** | **38** | **12** | **35** | **15** | **0** | **0** | **34** | **35** | **35** | 51 |
| **TOTAL NATIONALIST CHINA (TAIWAN)** | | | **52** | **0** | **0** | **38** | **12** | **35** | **15** | **0** | **0** | **34** | **35** | **35** | 51 |
| **NETHERLANDS** | | | | | | | | | | | | | | | |
| **AMSTERDAM** | BMI BRITISH MIDLAND | S | 477 | 0 | 1 | 92 | 6 | 2 | 0 | 0 | 0 | 1 | 90 | 3 | 458 |
| | BRITISH AIRWAYS PLC | S | 404 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 1 | 89 | 3 | 400 |
| | KLM | S | 480 | 0 | 0 | 86 | 9 | 4 | 1 | 0 | 0 | 3 | 90 | 3 | 480 |
| | UNITED AIRLINES | S | 57 | 1 | 3 | 60 | 30 | 7 | 4 | 0 | 0 | 15 | 85 | 5 | 59 |
| **TOTAL AMSTERDAM** | | | **1418** | **1** | **4** | **88** | **8** | **3** | **1** | **0** | **0** | **2** | **89** | **3** | 1397 |
| **EINDHOVEN** | KLM | S | 86 | 0 | 0 | 97 | 2 | 1 | 0 | 0 | 0 | -2 | 91 | -2 | 78 |
| **TOTAL EINDHOVEN** | | | **86** | **0** | **0** | **97** | **2** | **1** | **0** | **0** | **0** | **-2** | **91** | **-2** | 78 |
| **ROTTERDAM** | KLM | S | 254 | 0 | 2 | 88 | 6 | 3 | 2 | 0 | 0 | 4 | 85 | 5 | 244 |
| **TOTAL ROTTERDAM** | | | **254** | **0** | **2** | **88** | **6** | **3** | **2** | **0** | **0** | **4** | **85** | **5** | 244 |
| **TOTAL NETHERLANDS** | | | **1758** | **1** | **6** | **88** | **8** | **3** | **1** | **0** | **0** | **2** | **89** | **3** | 1719 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: HEATHROW (Full Analysis)

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NEW ZEALAND** | | | | | | | | | | | | | | | |
| **AUCKLAND INTERNATIONAL** | AIR NEW ZEALAND LTD | S | 40 | 2 | 2 | 50 | 13 | 18 | 15 | 3 | 3 | 54 | 53 | 49 | 34 |
| **TOTAL AUCKLAND INTERNATIONAL** | | | **40** | **2** | **2** | **50** | **13** | **18** | **15** | **3** | **3** | **54** | **53** | **49** | 34 |
| **TOTAL NEW ZEALAND** | | | **40** | **2** | **2** | **50** | **13** | **18** | **15** | **3** | **3** | **54** | **53** | **49** | 34 |
| **NIGERIA** | | | | | | | | | | | | | | | |
| **LAGOS** | NIGERIA AIRWAYS | S | 18 | 2 | 16 | 11 | 6 | 28 | 28 | 28 | 0 | 114 | 12 | 144 | 17 |
| **TOTAL LAGOS** | | | **18** | **2** | **16** | **11** | **6** | **28** | **28** | **28** | **0** | **114** | **12** | **144** | 17 |
| **TOTAL NIGERIA** | | | **18** | **2** | **16** | **11** | **6** | **28** | **28** | **28** | **0** | **114** | **12** | **144** | 17 |
| **NORWAY** | | | | | | | | | | | | | | | |
| **BERGEN** | BMI BRITISH MIDLAND | S | 60 | 0 | 0 | 93 | 0 | 2 | 5 | 0 | 0 | 3 | 95 | 1 | 60 |
| **TOTAL BERGEN** | | | **60** | **0** | **0** | **93** | **0** | **2** | **5** | **0** | **0** | **3** | **95** | **1** | 60 |
| **OSLO (FORNEBU)** | BRITISH AIRWAYS PLC | S | 180 | 0 | 0 | 65 | 22 | 12 | 1 | 0 | 0 | 12 | 89 | 3 | 170 |
| | SAS | S | 222 | 0 | 0 | 73 | 20 | 5 | 2 | 0 | 0 | 9 | 79 | 6 | 210 |
| **TOTAL OSLO (FORNEBU)** | | | **402** | **0** | **0** | **70** | **21** | **8** | **1** | **0** | **0** | **10** | **83** | **4** | 380 |
| **STAVANGER** | SAS | S | 112 | 0 | 2 | 70 | 26 | 4 | 0 | 0 | 0 | 8 | 91 | -1 | 112 |
| **TOTAL STAVANGER** | | | **112** | **0** | **2** | **70** | **26** | **4** | **0** | **0** | **0** | **8** | **91** | **-1** | 112 |
| **TOTAL NORWAY** | | | **574** | **0** | **2** | **72** | **20** | **6** | **2** | **0** | **0** | **9** | **86** | **3** | 552 |
| **OMAN** | | | | | | | | | | | | | | | |
| **MUSCAT** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 60 | 25 | 7 | 7 | 2 | 0 | 18 | 80 | 6 | 60 |
| | GULF AIR | S | 102 | 0 | 0 | 64 | 18 | 11 | 8 | 0 | 0 | 17 | 53 | 27 | 75 |
| **TOTAL MUSCAT** | | | **162** | **0** | **0** | **62** | **20** | **9** | **7** | **1** | **0** | **17** | **65** | **17** | 135 |
| **TOTAL OMAN** | | | **162** | **0** | **0** | **62** | **20** | **9** | **7** | **1** | **0** | **17** | **65** | **17** | 135 |
| **PAKISTAN** | | | | | | | | | | | | | | | |
| **ISLAMABAD** | PAKISTAN INTL AIRLINES | S | 18 | 0 | 0 | 11 | 33 | 11 | 22 | 17 | 6 | 96 | 22 | 45 | 18 |
| **TOTAL ISLAMABAD** | | | **18** | **0** | **0** | **11** | **33** | **11** | **22** | **17** | **6** | **96** | **22** | **45** | 18 |
| **KARACHI** | PAKISTAN INTL AIRLINES | S | 16 | 0 | 0 | 44 | 25 | 31 | 0 | 0 | 0 | 22 | 29 | 53 | 35 |
| **TOTAL KARACHI** | | | **16** | **0** | **0** | **44** | **25** | **31** | **0** | **0** | **0** | **22** | **29** | **53** | 35 |
| **LAHORE** | PAKISTAN INTL AIRLINES | S | 16 | 0 | 0 | 31 | 13 | 25 | 25 | 6 | 0 | 59 | 0 | 0 | 0 |
| **TOTAL LAHORE** | | | **16** | **0** | **0** | **31** | **13** | **25** | **25** | **6** | **0** | **59** | **0** | **0** | 0 |
| **TOTAL PAKISTAN** | | | **50** | **0** | **0** | **28** | **24** | **22** | **16** | **8** | **2** | **61** | **26** | **50** | 53 |
| **PHILIPPINES** | | | | | | | | | | | | | | | |
| **MANILA** | BRITISH AIRWAYS PLC | S | 33 | 0 | 1 | 64 | 9 | 24 | 3 | 0 | 0 | 19 | 50 | 17 | 34 |
| **TOTAL MANILA** | | | **33** | **0** | **1** | **64** | **9** | **24** | **3** | **0** | **0** | **19** | **50** | **17** | 34 |
| **TOTAL PHILIPPINES** | | | **33** | **0** | **1** | **64** | **9** | **24** | **3** | **0** | **0** | **19** | **50** | **17** | 34 |
| **POLAND** | | | | | | | | | | | | | | | |
| **WARSAW** | BRITISH AIRWAYS PLC | S | 117 | 0 | 0 | 87 | 9 | 3 | 2 | 0 | 0 | 3 | 88 | 5 | 104 |
| | LOT-POLISH AIRLINES | S | 110 | 0 | 0 | 78 | 12 | 8 | 2 | 0 | 0 | 7 | 94 | 0 | 82 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL WARSAW** | | | **227** | **0** | **0** | **83** | **10** | **5** | **2** | **0** | **0** | **5** | **91** | **2** | 186 |
| **TOTAL POLAND** | | | **227** | **0** | **0** | **83** | **10** | **5** | **2** | **0** | **0** | **5** | **90** | **2** | 194 |
| **PORTUGAL(EXCLUDING MADEIRA)** | | | | | | | | | | | | | | | |
| **FARO** | AIR PORTUGAL | S | 60 | 0 | 0 | 75 | 13 | 8 | 0 | 3 | 0 | 13 | 77 | 11 | 60 |
| **TOTAL FARO** | | | **60** | **0** | **0** | **75** | **13** | **8** | **0** | **3** | **0** | **13** | **73** | **12** | 64 |
| **LISBON** | AIR PORTUGAL | S | 180 | 1 | 0 | 87 | 11 | 2 | 1 | 1 | 0 | 5 | 86 | 4 | 180 |
| | BRITISH AIRWAYS PLC | S | 180 | 0 | 0 | 85 | 12 | 3 | 0 | 0 | 0 | 5 | 75 | 11 | 182 |
| **TOTAL LISBON** | | | **360** | **1** | **0** | **86** | **11** | **3** | **0** | **0** | **0** | **5** | **81** | **8** | 362 |
| **OPORTO (PORTUGAL)** | AIR PORTUGAL | S | 60 | 0 | 0 | 97 | 0 | 0 | 0 | 3 | 0 | 6 | 78 | 12 | 60 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 78 | 17 | 5 | 0 | 0 | 0 | 6 | 62 | 14 | 60 |
| **TOTAL OPORTO (PORTUGAL)** | | | **120** | **0** | **0** | **88** | **8** | **3** | **0** | **2** | **0** | **6** | **70** | **13** | 120 |
| **TOTAL PORTUGAL(EXCLUDING MADEIRA)** | | | **540** | **1** | **0** | **85** | **11** | **3** | **0** | **1** | **0** | **6** | **77** | **9** | 546 |
| **PORTUGAL(MADEIRA)** | | | | | | | | | | | | | | | |
| **FUNCHAL** | AIR PORTUGAL | S | 16 | 0 | 0 | 69 | 19 | 0 | 0 | 13 | 0 | 31 | 89 | -1 | 18 |
| **TOTAL FUNCHAL** | | | **16** | **0** | **0** | **69** | **19** | **0** | **0** | **13** | **0** | **31** | **89** | **-1** | 18 |
| **TOTAL PORTUGAL(MADEIRA)** | | | **16** | **0** | **0** | **69** | **19** | **0** | **0** | **13** | **0** | **31** | **89** | **-1** | 18 |
| **QATAR** | | | | | | | | | | | | | | | |
| **DOHA** | GULF AIR | S | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 29 | 100 | -4 | 5 |
| **TOTAL DOHA** | | | **8** | **0** | **0** | **38** | **25** | **25** | **13** | **0** | **0** | **29** | **100** | **-4** | 5 |
| **TOTAL QATAR** | | | **8** | **0** | **0** | **38** | **25** | **25** | **13** | **0** | **0** | **29** | **100** | **-4** | 5 |
| **REPUBLIC OF KOREA** | | | | | | | | | | | | | | | |
| **SEOUL (KIMPO)** | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 77 | 19 | 4 | 0 | 0 | 0 | 6 | 75 | 14 | 16 |
| | KOREAN AIR | S | 34 | 0 | 0 | 71 | 12 | 18 | 0 | 0 | 0 | 11 | 31 | 23 | 26 |
| **TOTAL SEOUL (KIMPO)** | | | **60** | **0** | **0** | **73** | **15** | **12** | **0** | **0** | **0** | **9** | **48** | **20** | 42 |
| **TOTAL REPUBLIC OF KOREA** | | | **60** | **0** | **0** | **73** | **15** | **12** | **0** | **0** | **0** | **9** | **48** | **20** | 42 |
| **REPUBLIC OF SOUTH AFRICA** | | | | | | | | | | | | | | | |
| **CAPE TOWN** | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 0 | 77 | 10 | 26 |
| | SOUTH AFRICAN AIRWAYS | S | 25 | 0 | 0 | 76 | 4 | 8 | 8 | 0 | 4 | 31 | 70 | 15 | 10 |
| **TOTAL CAPE TOWN** | | | **51** | **0** | **0** | **82** | **8** | **4** | **4** | **0** | **2** | **15** | **75** | **11** | 36 |
| **DURBAN** | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 76 | 16 | 4 | 4 | 0 | 0 | 8 | 82 | 75 | 17 |
| | SOUTH AFRICAN AIRWAYS | S | 25 | 0 | 0 | 48 | 24 | 24 | 4 | 0 | 0 | 22 | 41 | 26 | 17 |
| **TOTAL DURBAN** | | | **50** | **0** | **0** | **62** | **20** | **14** | **4** | **0** | **0** | **15** | **62** | **51** | 34 |
| **JOHANNESBURG** | BRITISH AIRWAYS PLC | S | 51 | 0 | 0 | 78 | 14 | 6 | 2 | 0 | 0 | 7 | 77 | 10 | 44 |
| | SOUTH AFRICAN AIRWAYS | S | 50 | 0 | 0 | 40 | 26 | 26 | 6 | 2 | 0 | 29 | 50 | 54 | 50 |
| **TOTAL JOHANNESBURG** | | | **101** | **0** | **0** | **59** | **20** | **16** | **4** | **1** | **0** | **18** | **63** | **34** | 94 |
| **TOTAL REPUBLIC OF SOUTH AFRICA** | | | **202** | **0** | **0** | **66** | **17** | **12** | **4** | **0** | **0** | **16** | **65** | **32** | 164 |
| **REPUBLIC OF YEMEN** | | | | | | | | | | | | | | | |
| **ADEN** | ALYEMDA | S | 8 | 0 | 2 | 13 | 0 | 0 | 13 | 75 | 0 | 189 | 40 | 44 | 10 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL ADEN** | | | **8** | **0** | **2** | **13** | **0** | **0** | **13** | **75** | **0** | **189** | **40** | **44** | 10 |
| **TOTAL REPUBLIC OF YEMEN** | | | **8** | **0** | **2** | **13** | **0** | **0** | **13** | **75** | **0** | **189** | **40** | **44** | 10 |
| **RUMANIA** | | | | | | | | | | | | | | | |
| **BUCHAREST (OTOPENI)** | TAROM | S | 60 | 0 | 18 | 72 | 15 | 3 | 10 | 0 | 0 | 9 | 60 | 16 | 77 |
| **TOTAL BUCHAREST (OTOPENI)** | | | **60** | **0** | **18** | **72** | **15** | **3** | **10** | **0** | **0** | **9** | **60** | **16** | 77 |
| **TOTAL RUMANIA** | | | **60** | **0** | **18** | **72** | **15** | **3** | **10** | **0** | **0** | **9** | **60** | **16** | 77 |
| **RUSSIA** | | | | | | | | | | | | | | | |
| **MOSCOW (SHEREMETYEVO)** | AEROFLOT | S | 88 | 0 | 1 | 58 | 19 | 10 | 13 | 0 | 0 | 22 | 66 | 17 | 89 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 80 | 18 | 2 | 0 | 0 | 0 | 5 | 75 | 8 | 80 |
| **TOTAL MOSCOW (SHEREMETYEVO)** | | | **148** | **0** | **1** | **67** | **19** | **7** | **7** | **0** | **0** | **15** | **70** | **13** | 169 |
| **ST PETERSBURG** | AEROFLOT | S | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 6 | 80 | 5 | 10 |
| | BRITISH AIRWAYS PLC | S | 42 | 0 | 0 | 81 | 12 | 7 | 0 | 0 | 0 | 9 | 75 | 7 | 44 |
| **TOTAL ST PETERSBURG** | | | **50** | **0** | **0** | **82** | **10** | **8** | **0** | **0** | **0** | **8** | **76** | **6** | 54 |
| **TOTAL RUSSIA** | | | **198** | **0** | **1** | **71** | **17** | **7** | **6** | **0** | **0** | **13** | **72** | **11** | 223 |
| **SAUDI ARABIA** | | | | | | | | | | | | | | | |
| **DHAHRAN** | BRITISH AIRWAYS PLC | S | 51 | 0 | 0 | 82 | 12 | 4 | 2 | 0 | 0 | 1 | 96 | -3 | 52 |
| | SAUDI ARABIAN AIRLINES | S | 18 | 0 | 0 | 61 | 22 | 17 | 0 | 0 | 0 | 14 | 50 | 26 | 16 |
| **TOTAL DHAHRAN** | | | **69** | **0** | **0** | **77** | **14** | **7** | **1** | **0** | **0** | **4** | **85** | **4** | 68 |
| **JEDDAH** | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 74 | 12 | 15 | 0 | 0 | 0 | 10 | 74 | 26 | 34 |
| | SAUDI ARABIAN AIRLINES | S | 38 | 4 | 0 | 61 | 24 | 13 | 3 | 0 | 0 | 16 | 60 | 15 | 35 |
| **TOTAL JEDDAH** | | | **72** | **4** | **0** | **67** | **18** | **14** | **1** | **0** | **0** | **13** | **67** | **20** | 69 |
| **RIYADH** | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 88 | 0 | 8 | 4 | 0 | 0 | 3 | 96 | 0 | 26 |
| | SAUDI ARABIAN AIRLINES | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 60 | 21 | 10 |
| **TOTAL RIYADH** | | | **34** | **0** | **0** | **88** | **3** | **6** | **3** | **0** | **0** | **3** | **86** | **6** | 36 |
| **TOTAL SAUDI ARABIA** | | | **175** | **4** | **0** | **75** | **14** | **10** | **2** | **0** | **0** | **8** | **78** | **11** | 173 |
| **SINGAPORE** | | | | | | | | | | | | | | | |
| **SINGAPORE** | BRITISH AIRWAYS PLC | S | 17 | 0 | 0 | 59 | 18 | 18 | 6 | 0 | 0 | 18 | 0 | 0 | 0 |
| | SINGAPORE AIRLINES | S | 120 | 0 | 0 | 52 | 24 | 21 | 3 | 1 | 0 | 19 | 49 | 22 | 120 |
| **TOTAL SINGAPORE** | | | **137** | **0** | **0** | **53** | **23** | **20** | **3** | **1** | **0** | **19** | **49** | **22** | 120 |
| **TOTAL SINGAPORE** | | | **137** | **0** | **0** | **53** | **23** | **20** | **3** | **1** | **0** | **19** | **49** | **22** | 120 |
| **SLOVENIA** | | | | | | | | | | | | | | | |
| **LJUBLJANA** | ADRIA AIRWAYS | S | 60 | 0 | 0 | 72 | 18 | 7 | 3 | 0 | 0 | 10 | 73 | 10 | 52 |
| **TOTAL LJUBLJANA** | | | **60** | **0** | **0** | **72** | **18** | **7** | **3** | **0** | **0** | **10** | **73** | **10** | 52 |
| **TOTAL SLOVENIA** | | | **60** | **0** | **0** | **72** | **18** | **7** | **3** | **0** | **0** | **10** | **73** | **10** | 52 |
| **SPAIN** | | | | | | | | | | | | | | | |
| **ALICANTE** | IBERIA | S | 60 | 0 | 0 | 87 | 10 | 2 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL ALICANTE** | | | **60** | **0** | **0** | **87** | **10** | **2** | **2** | **0** | **0** | **6** | **80** | **7** | 60 |
| **BARCELONA** | BRITISH AIRWAYS PLC | S | 180 | 0 | 0 | 82 | 11 | 7 | 1 | 1 | 0 | 9 | 87 | 2 | 180 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BARCELONA** | IBERIA | S | 180 | 0 | 0 | 89 | 5 | 2 | 4 | 0 | 0 | 3 | 93 | -1 | 180 |
| **TOTAL BARCELONA** | | | **360** | **0** | **0** | **85** | **8** | **4** | **3** | **0** | **0** | **6** | **90** | **0** | 360 |
| **BILBAO** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 92 | 7 | 2 | 0 | 0 | 0 | 2 | 95 | -1 | 60 |
| | IBERIA | S | 63 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 0 | 92 | -3 | 60 |
| **TOTAL BILBAO** | | | **123** | **0** | **0** | **90** | **8** | **2** | **0** | **0** | **0** | **1** | **93** | **-2** | 120 |
| **MADRID** | BRITISH AIRWAYS PLC | S | 240 | 0 | 0 | 86 | 9 | 3 | 1 | 0 | 0 | 5 | 76 | 7 | 180 |
| | IBERIA | S | 290 | 2 | 2 | 90 | 7 | 2 | 1 | 0 | 0 | 1 | 92 | 0 | 290 |
| **TOTAL MADRID** | | | **530** | **2** | **2** | **88** | **8** | **2** | **1** | **0** | **0** | **3** | **86** | **3** | 470 |
| **MALAGA** | IBERIA | S | 60 | 0 | 0 | 68 | 18 | 12 | 2 | 0 | 0 | 12 | 0 | 0 | 0 |
| **TOTAL MALAGA** | | | **60** | **0** | **0** | **68** | **18** | **12** | **2** | **0** | **0** | **12** | **89** | **4** | 61 |
| **PALMA DE MALLORCA** | BMI BRITISH MIDLAND | S | 60 | 0 | 0 | 60 | 27 | 12 | 2 | 0 | 0 | 16 | 83 | 6 | 60 |
| | IBERIA | S | 60 | 0 | 0 | 90 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL PALMA DE MALLORCA** | | | **120** | **0** | **0** | **75** | **17** | **7** | **2** | **0** | **0** | **8** | **86** | **3** | 121 |
| **SEVILLE** | IBERIA | S | 60 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | -2 | 92 | 2 | 60 |
| **TOTAL SEVILLE** | | | **60** | **0** | **0** | **93** | **0** | **7** | **0** | **0** | **0** | **-2** | **92** | **2** | 60 |
| **VALENCIA** | IBERIA | S | 57 | 0 | 0 | 91 | 5 | 2 | 2 | 0 | 0 | 3 | 97 | -1 | 60 |
| **TOTAL VALENCIA** | | | **57** | **0** | **0** | **91** | **5** | **2** | **2** | **0** | **0** | **3** | **97** | **-1** | 60 |
| **TOTAL SPAIN** | | | **1370** | **2** | **2** | **86** | **9** | **4** | **1** | **0** | **0** | **4** | **88** | **2** | 1312 |
| **SPAIN(CANARY ISLANDS)** | | | | | | | | | | | | | | | |
| **TENERIFE (SURREINA SOFIA)** | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 58 | 0 | 0 | 0 |
| **TOTAL TENERIFE (SURREINA SOFIA)** | | | **2** | **0** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **58** | **0** | **0** | 0 |
| **TOTAL SPAIN(CANARY ISLANDS)** | | | **2** | **0** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **58** | **0** | **0** | 0 |
| **SRI LANKA** | | | | | | | | | | | | | | | |
| **COLOMBO** | SRILANKAN AIRLINES | S | 34 | 0 | 0 | 56 | 26 | 15 | 3 | 0 | 0 | 18 | 44 | 77 | 36 |
| **TOTAL COLOMBO** | | | **34** | **0** | **0** | **56** | **26** | **15** | **3** | **0** | **0** | **18** | **44** | **77** | 36 |
| **TOTAL SRI LANKA** | | | **34** | **0** | **0** | **56** | **26** | **15** | **3** | **0** | **0** | **18** | **44** | **77** | 36 |
| **SUDAN** | | | | | | | | | | | | | | | |
| **KHARTOUM** | SUDAN AIRWAYS | S | 13 | 1 | 1 | 77 | 8 | 8 | 0 | 8 | 0 | 19 | 69 | 26 | 16 |
| **TOTAL KHARTOUM** | | | **13** | **1** | **1** | **77** | **8** | **8** | **0** | **8** | **0** | **19** | **69** | **26** | 16 |
| **TOTAL SUDAN** | | | **13** | **1** | **1** | **77** | **8** | **8** | **0** | **8** | **0** | **19** | **69** | **26** | 16 |
| **SWEDEN** | | | | | | | | | | | | | | | |
| **GOTEBORG** | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 93 | 7 | 1 | 0 | 0 | 0 | 1 | 94 | -1 | 120 |
| | SAS | S | 124 | 0 | 2 | 77 | 15 | 7 | 0 | 0 | 0 | 6 | 93 | 0 | 123 |
| **TOTAL GOTEBORG** | | | **244** | **0** | **2** | **85** | **11** | **4** | **0** | **0** | **0** | **3** | **94** | **-1** | 243 |
| **STOCKHOLM (ARLANDA)** | BRITISH AIRWAYS PLC | S | 238 | 0 | 0 | 79 | 13 | 6 | 3 | 0 | 0 | 6 | 89 | 3 | 240 |
| | SAS | S | 284 | 0 | 4 | 84 | 10 | 5 | 1 | 0 | 0 | 5 | 86 | 4 | 276 |
| **TOTAL STOCKHOLM (ARLANDA)** | | | **522** | **0** | **4** | **82** | **11** | **5** | **2** | **0** | **0** | **6** | **87** | **3** | 516 |
| **TOTAL SWEDEN** | | | **766** | **0** | **6** | **83** | **11** | **5** | **1** | **0** | **0** | **5** | **89** | **2** | 759 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **SWITZERLAND** | | | | | | | | | | | | | | | |
| **BASLE MULHOUSE** | BRITISH AIRWAYS PLC | S | 116 | 0 | 0 | 65 | 22 | 13 | 0 | 0 | 0 | 13 | 71 | 12 | 110 |
| | SWISS AIRLINES | S | 120 | 0 | 0 | 84 | 10 | 4 | 2 | 0 | 0 | 4 | 82 | 7 | 119 |
| **TOTAL BASLE MULHOUSE** | | | **236** | **0** | **0** | **75** | **16** | **8** | **1** | **0** | **0** | **9** | **77** | **9** | 229 |
| **GENEVA** | BRITISH AIRWAYS PLC | S | 246 | 0 | 0 | 76 | 16 | 7 | 2 | 0 | 0 | 10 | 76 | 9 | 230 |
| | SWISSAIR | S | 240 | 0 | 0 | 85 | 13 | 2 | 1 | 0 | 0 | 4 | 75 | 8 | 240 |
| **TOTAL GENEVA** | | | **486** | **0** | **0** | **80** | **15** | **4** | **1** | **0** | **0** | **7** | **75** | **9** | 478 |
| **ZURICH** | BMI BRITISH MIDLAND | S | 232 | 0 | 0 | 66 | 22 | 12 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 232 | 0 | 0 | 74 | 17 | 6 | 2 | 0 | 0 | 12 | 80 | 7 | 230 |
| | SWISSAIR | S | 300 | 0 | 0 | 75 | 20 | 4 | 0 | 0 | 0 | 8 | 74 | 9 | 300 |
| **TOTAL ZURICH** | | | **764** | **0** | **0** | **72** | **20** | **7** | **1** | **0** | **0** | **10** | **77** | **8** | 530 |
| **TOTAL SWITZERLAND** | | | **1486** | **0** | **0** | **75** | **18** | **6** | **1** | **0** | **0** | **9** | **76** | **8** | 1237 |
| **SYRIA** | | | | | | | | | | | | | | | |
| **DAMASCUS** | BRITISH MEDITERRANEAN AIRWA | S | 17 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | SYRIANAIR | S | 26 | 0 | 0 | 54 | 12 | 8 | 23 | 0 | 4 | 55 | 88 | -3 | 26 |
| **TOTAL DAMASCUS** | | | **43** | **0** | **0** | **60** | **19** | **5** | **14** | **0** | **2** | **36** | **89** | **-3** | 27 |
| **TOTAL SYRIA** | | | **43** | **0** | **0** | **60** | **19** | **5** | **14** | **0** | **2** | **36** | **89** | **-3** | 27 |
| **TANZANIA** | | | | | | | | | | | | | | | |
| **DAR-ES-SALAAM** | ALLIANCE | S | 17 | 1 | 1 | 53 | 12 | 18 | 12 | 6 | 0 | 29 | 0 | 0 | 0 |
| **TOTAL DAR-ES-SALAAM** | | | **17** | **1** | **1** | **53** | **12** | **18** | **12** | **6** | **0** | **29** | **50** | **24** | 26 |
| **TOTAL TANZANIA** | | | **17** | **1** | **1** | **53** | **12** | **18** | **12** | **6** | **0** | **29** | **50** | **24** | 26 |
| **THAILAND** | | | | | | | | | | | | | | | |
| **BANGKOK** | THAI AIRWAYS INTERNATIONAL | S | 59 | 1 | 1 | 29 | 15 | 27 | 25 | 3 | 0 | 46 | 40 | 52 | 60 |
| **TOTAL BANGKOK** | | | **59** | **1** | **1** | **29** | **15** | **27** | **25** | **3** | **0** | **46** | **40** | **52** | 60 |
| **TOTAL THAILAND** | | | **59** | **1** | **1** | **29** | **15** | **27** | **25** | **3** | **0** | **46** | **40** | **52** | 60 |
| **TRINIDAD AND TOBAGO** | | | | | | | | | | | | | | | |
| **PORT OF SPAIN** | BWIA | S | 56 | 1 | 4 | 43 | 36 | 16 | 5 | 0 | 0 | 21 | 56 | 20 | 52 |
| **TOTAL PORT OF SPAIN** | | | **56** | **1** | **4** | **43** | **36** | **16** | **5** | **0** | **0** | **21** | **56** | **20** | 52 |
| **TOTAL TRINIDAD AND TOBAGO** | | | **56** | **1** | **4** | **43** | **36** | **16** | **5** | **0** | **0** | **21** | **56** | **20** | 52 |
| **TUNISIA** | | | | | | | | | | | | | | | |
| **TUNIS** | TUNISAIR | S | 26 | 0 | 0 | 46 | 15 | 27 | 12 | 0 | 0 | 29 | 31 | 30 | 26 |
| **TOTAL TUNIS** | | | **26** | **0** | **0** | **46** | **15** | **27** | **12** | **0** | **0** | **29** | **32** | **31** | 50 |
| **TOTAL TUNISIA** | | | **26** | **0** | **0** | **46** | **15** | **27** | **12** | **0** | **0** | **29** | **32** | **31** | 50 |
| **TURKEY** | | | | | | | | | | | | | | | |
| **ISTANBUL** | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 78 | 15 | 5 | 2 | 0 | 0 | 6 | 78 | 7 | 120 |
| | ISTANBUL HAVA YOLLARI | C | 16 | 0 | 0 | 44 | 19 | 25 | 13 | 0 | 0 | 34 | 0 | 130 | 14 |
| | THY TURK HAVA YOLLARI TURKIS | S | 120 | 0 | 0 | 60 | 22 | 12 | 6 | 1 | 0 | 17 | 82 | 5 | 120 |
| **TOTAL ISTANBUL** | | | **256** | **0** | **0** | **68** | **18** | **9** | **4** | **0** | **0** | **13** | **76** | **13** | 254 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **IZMIR (ADNAM MENDERES)** | THY TURK HAVA YOLLARI TURKIS | S | 18 | 0 | 0 | 50 | 22 | 22 | 6 | 0 | 0 | 18 | 44 | 27 | 18 |
| **TOTAL IZMIR (ADNAM MENDERES)** | | | **18** | **0** | **0** | **50** | **22** | **22** | **6** | **0** | **0** | **18** | **44** | **27** | 18 |
| **TOTAL TURKEY** | | | **274** | **0** | **0** | **66** | **19** | **10** | **4** | **0** | **0** | **13** | **72** | **15** | 282 |
| **TURKMENISTAN** | | | | | | | | | | | | | | | |
| **ASHKHABAD** | TURKMENISTAN AIRLINES | C | 4 | 0 | 10 | 75 | 0 | 0 | 0 | 25 | 0 | 37 | 0 | 0 | 0 |
| **TOTAL ASHKHABAD** | | | **4** | **0** | **10** | **75** | **0** | **0** | **0** | **25** | **0** | **37** | **0** | **0** | 0 |
| **TOTAL TURKMENISTAN** | | | **4** | **0** | **10** | **75** | **0** | **0** | **0** | **25** | **0** | **37** | **0** | **0** | 0 |
| **UKRAINE** | | | | | | | | | | | | | | | |
| **KIEV** | TURKMENISTAN AIRLINES | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| **TOTAL KIEV** | | | **4** | **0** | **0** | **75** | **25** | **0** | **0** | **0** | **0** | **-3** | **0** | **0** | 0 |
| **TOTAL UKRAINE** | | | **4** | **0** | **0** | **75** | **25** | **0** | **0** | **0** | **0** | **-3** | **0** | **0** | 0 |
| **UNITED ARAB EMIRATES** | | | | | | | | | | | | | | | |
| **ABU DHABI INTERNATIONAL** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 80 | 17 | 3 | 0 | 0 | 0 | 6 | 87 | 8 | 60 |
| | EMIRATES | S | 20 | 0 | 0 | 50 | 25 | 15 | 5 | 5 | 0 | 29 | 50 | 18 | 16 |
| | GULF AIR | S | 35 | 0 | 1 | 49 | 29 | 20 | 3 | 0 | 0 | 17 | 48 | 40 | 48 |
| **TOTAL ABU DHABI INTERNATIONAL** | | | **115** | **0** | **1** | **65** | **22** | **10** | **2** | **1** | **0** | **13** | **67** | **21** | 124 |
| **DUBAI** | EMIRATES | S | 100 | 0 | 0 | 54 | 27 | 15 | 1 | 3 | 0 | 21 | 52 | 16 | 104 |
| **TOTAL DUBAI** | | | **100** | **0** | **0** | **54** | **27** | **15** | **1** | **3** | **0** | **21** | **52** | **16** | 104 |
| **TOTAL UNITED ARAB EMIRATES** | | | **215** | **0** | **1** | **60** | **24** | **13** | **1** | **2** | **0** | **17** | **60** | **19** | 228 |
| **UNITED KINGDOM** | | | | | | | | | | | | | | | |
| **ABERDEEN** | BRITISH AIRWAYS PLC | S | 373 | 0 | 1 | 88 | 10 | 2 | 1 | 0 | 0 | 3 | 94 | -1 | 360 |
| **TOTAL ABERDEEN** | | | **373** | **0** | **1** | **88** | **10** | **2** | **1** | **0** | **0** | **3** | **94** | **-1** | 360 |
| **BELFAST INTERNATIONAL** | BMI BRITISH MIDLAND | S | 493 | 0 | 0 | 90 | 6 | 2 | 1 | 0 | 0 | 3 | 95 | -1 | 486 |
| | BRITISH AIRWAYS PLC | S | 356 | 2 | 0 | 83 | 13 | 3 | 0 | 0 | 0 | 6 | 88 | 2 | 356 |
| **TOTAL BELFAST INTERNATIONAL** | | | **849** | **2** | **0** | **87** | **9** | **2** | **1** | **0** | **0** | **5** | **92** | **0** | 842 |
| **BOURNEMOUTH** | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| **TOTAL BOURNEMOUTH** | | | **2** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **0** | **16** | **0** | **0** | 0 |
| **EDINBURGH** | BMI BRITISH MIDLAND | S | 479 | 0 | 1 | 82 | 13 | 4 | 0 | 0 | 0 | 6 | 94 | 0 | 484 |
| | BRITISH AIRWAYS PLC | S | 624 | 5 | 0 | 87 | 11 | 1 | 0 | 0 | 0 | 4 | 90 | 3 | 605 |
| **TOTAL EDINBURGH** | | | **1103** | **5** | **1** | **85** | **12** | **3** | **0** | **0** | **0** | **5** | **92** | **1** | 1089 |
| **GLASGOW** | BMI BRITISH MIDLAND | S | 458 | 0 | 0 | 84 | 12 | 3 | 1 | 0 | 0 | 6 | 88 | 2 | 459 |
| | BRITISH AIRWAYS PLC | S | 633 | 4 | 1 | 86 | 12 | 2 | 0 | 0 | 0 | 4 | 88 | 2 | 614 |
| **TOTAL GLASGOW** | | | **1091** | **4** | **1** | **85** | **12** | **3** | **0** | **0** | **0** | **5** | **88** | **2** | 1074 |
| **GUERNSEY** | KLM UK LTD | S | 238 | 0 | 2 | 89 | 7 | 0 | 3 | 0 | 0 | 4 | 89 | 6 | 235 |
| **TOTAL GUERNSEY** | | | **238** | **0** | **2** | **89** | **7** | **0** | **3** | **0** | **0** | **4** | **89** | **6** | 235 |
| **INVERNESS** | BRITISH AIRWAYS PLC | S | 178 | 0 | 0 | 83 | 12 | 3 | 2 | 0 | 0 | 6 | 87 | 4 | 180 |
| **TOTAL INVERNESS** | | | **178** | **0** | **0** | **83** | **12** | **3** | **2** | **0** | **0** | **6** | **87** | **4** | 180 |
| **ISLE OF MAN** | BA CITIEXPRESS (IOM) LTD | S | 162 | 0 | 0 | 74 | 14 | 7 | 4 | 1 | 0 | 13 | 84 | 3 | 158 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL ISLE OF MAN** | | | **162** | **0** | **0** | **74** | **14** | **7** | **4** | **1** | **0** | **13** | **84** | **3** | 158 |
| **JERSEY** | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 238 | 0 | 2 | 85 | 9 | 3 | 1 | 1 | 0 | 7 | 81 | 18 | 226 |
| **TOTAL JERSEY** | | | **240** | **0** | **2** | **85** | **9** | **3** | **1** | **1** | **0** | **7** | **81** | **18** | 226 |
| **LEEDS BRADFORD** | BMI BRITISH MIDLAND | S | 265 | 0 | 2 | 89 | 6 | 3 | 2 | 0 | 0 | 3 | 89 | 2 | 261 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 5 | 0 | 56 | 1 |
| **TOTAL LEEDS BRADFORD** | | | **267** | **0** | **2** | **89** | **6** | **3** | **2** | **0** | **0** | **3** | **88** | **2** | 262 |
| **MANCHESTER** | BRITISH AIRWAYS PLC | S | 576 | 17 | 1 | 85 | 10 | 3 | 1 | 0 | 0 | 5 | 86 | 4 | 558 |
| **TOTAL MANCHESTER** | | | **576** | **17** | **1** | **85** | **10** | **3** | **1** | **0** | **0** | **5** | **86** | **4** | 559 |
| **NEWCASTLE** | BRITISH AIRWAYS PLC | S | 316 | 0 | 0 | 93 | 6 | 1 | 1 | 0 | 0 | 2 | 96 | -1 | 308 |
| **TOTAL NEWCASTLE** | | | **316** | **0** | **0** | **93** | **6** | **1** | **1** | **0** | **0** | **2** | **96** | **-1** | 308 |
| **NEWQUAY** | BRITISH AIRWAYS CITIEXPRESS L | S | 72 | 0 | 4 | 93 | 1 | 4 | 1 | 0 | 0 | 2 | 80 | 3 | 59 |
| **TOTAL NEWQUAY** | | | **72** | **0** | **4** | **93** | **1** | **4** | **1** | **0** | **0** | **2** | **80** | **3** | 59 |
| **PLYMOUTH** | BRITISH AIRWAYS CITIEXPRESS L | S | 148 | 0 | 4 | 86 | 8 | 4 | 1 | 0 | 0 | 5 | 69 | 10 | 143 |
| **TOTAL PLYMOUTH** | | | **148** | **0** | **4** | **86** | **8** | **4** | **1** | **0** | **0** | **5** | **69** | **10** | 143 |
| **TEESSIDE** | BMI BRITISH MIDLAND | S | 260 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 1 | 95 | -2 | 255 |
| **TOTAL TEESSIDE** | | | **260** | **0** | **0** | **92** | **6** | **2** | **0** | **0** | **0** | **1** | **95** | **-2** | 255 |
| **TOTAL UNITED KINGDOM** | | | **5877** | **28** | **19** | **86** | **10** | **3** | **1** | **0** | **0** | **5** | **89** | **2** | 5754 |
| **USA** | | | | | | | | | | | | | | | |
| **BOSTON** | AMERICAN AIRLINES | S | 120 | 0 | 0 | 70 | 20 | 8 | 3 | 0 | 0 | 9 | 90 | 5 | 60 |
| | BRITISH AIRWAYS PLC | S | 119 | 0 | 1 | 82 | 11 | 5 | 2 | 0 | 1 | 16 | 88 | 5 | 120 |
| **TOTAL BOSTON** | | | **239** | **0** | **1** | **76** | **15** | **6** | **2** | **0** | **0** | **13** | **88** | **5** | 180 |
| **CHICAGO (O'HARE)** | AMERICAN AIRLINES | S | 187 | 1 | 0 | 62 | 19 | 10 | 6 | 3 | 1 | 27 | 68 | 14 | 176 |
| | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 88 | 6 | 3 | 2 | 0 | 1 | 8 | 88 | 2 | 120 |
| | UNITED AIRLINES | S | 59 | 0 | 1 | 64 | 8 | 19 | 8 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL CHICAGO (O'HARE)** | | | **366** | **1** | **1** | **71** | **13** | **9** | **5** | **1** | **1** | **19** | **76** | **9** | 296 |
| **DETROIT** | BRITISH AIRWAYS PLC | S | 60 | 1 | 0 | 62 | 23 | 10 | 5 | 0 | 0 | 16 | 53 | 22 | 59 |
| **TOTAL DETROIT** | | | **60** | **1** | **0** | **62** | **23** | **10** | **5** | **0** | **0** | **16** | **53** | **22** | 59 |
| **LOS ANGELES INTERNATIONAL** | AMERICAN AIRLINES | S | 58 | 0 | 0 | 72 | 10 | 12 | 5 | 0 | 0 | 13 | 65 | 14 | 60 |
| | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 78 | 14 | 5 | 2 | 1 | 0 | 10 | 75 | 10 | 120 |
| | UNITED AIRLINES | S | 59 | 1 | 0 | 61 | 12 | 12 | 15 | 0 | 0 | 23 | 63 | 17 | 59 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 75 | 12 | 10 | 3 | 0 | 0 | 8 | 65 | 41 | 60 |
| **TOTAL LOS ANGELES INTERNATIONAL** | | | **297** | **1** | **0** | **73** | **12** | **9** | **5** | **0** | **0** | **12** | **69** | **18** | 299 |
| **MIAMI INTERNATIONAL** | AMERICAN AIRLINES | S | 60 | 1 | 0 | 63 | 25 | 8 | 3 | 0 | 0 | 11 | 55 | 21 | 60 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 82 | 12 | 7 | 0 | 0 | 0 | 4 | 70 | 18 | 60 |
| **TOTAL MIAMI INTERNATIONAL** | | | **120** | **1** | **0** | **73** | **18** | **8** | **2** | **0** | **0** | **8** | **63** | **19** | 120 |
| **NEW YORK (JF KENNEDY)** | AIR INDIA | S | 48 | 0 | 12 | 25 | 17 | 33 | 23 | 2 | 0 | 44 | 12 | 59 | 60 |
| | AMERICAN AIRLINES | S | 354 | 0 | 1 | 68 | 16 | 13 | 4 | 0 | 0 | 14 | 73 | 9 | 353 |
| | BRITISH AIRWAYS PLC | C | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 17 | 2 |
| | BRITISH AIRWAYS PLC | S | 351 | 1 | 0 | 84 | 8 | 6 | 2 | 0 | 0 | 11 | 81 | 6 | 347 |
| | KUWAIT AIRWAYS | S | 25 | 0 | 0 | 28 | 20 | 40 | 12 | 0 | 0 | 34 | 63 | 18 | 24 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: HEATHROW (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **NEW YORK (JF KENNEDY)** | UNITED AIRLINES | S | 122 | 0 | 2 | 69 | 15 | 9 | 6 | 2 | 0 | 16 | 83 | 7 | 178 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 109 | 0 | 3 | 52 | 22 | 14 | 9 | 3 | 0 | 26 | 67 | 16 | 110 |
| **TOTAL NEW YORK (JF KENNEDY)** | | | **1011** | **2** | **27** | **69** | **14** | **12** | **5** | **1** | **0** | **16** | **73** | **11** | 1074 |
| **NEW YORK (NEWARK)** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 78 | 7 | 12 | 3 | 0 | 0 | 10 | 93 | 0 | 60 |
| | UNITED AIRLINES | S | 56 | 0 | 0 | 55 | 20 | 21 | 4 | 0 | 0 | 20 | 70 | 15 | 60 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 60 | 22 | 17 | 2 | 0 | 0 | 14 | 68 | 42 | 60 |
| **TOTAL NEW YORK (NEWARK)** | | | **176** | **0** | **0** | **65** | **16** | **16** | **3** | **0** | **0** | **15** | **77** | **19** | 180 |
| **PHILADELPHIA INTERNATIONAL** | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 75 | 15 | 5 | 4 | 1 | 0 | 11 | 80 | 10 | 60 |
| **TOTAL PHILADELPHIA INTERNATIONAL** | | | **120** | **0** | **0** | **75** | **15** | **5** | **4** | **1** | **0** | **11** | **78** | **13** | 63 |
| **SAN FRANCISCO** | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 87 | 10 | 2 | 0 | 0 | 2 | 10 | 68 | 19 | 120 |
| | UNITED AIRLINES | S | 108 | 0 | 0 | 69 | 17 | 6 | 9 | 0 | 0 | 16 | 52 | 26 | 60 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 51 | 0 | 0 | 41 | 29 | 6 | 22 | 2 | 0 | 37 | 63 | 22 | 52 |
| **TOTAL SAN FRANCISCO** | | | **279** | **0** | **0** | **71** | **16** | **4** | **8** | **0** | **1** | **17** | **63** | **22** | 232 |
| **SEATTLE (TACOMA)** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 83 | 12 | 5 | 0 | 0 | 0 | 8 | 66 | 20 | 58 |
| **TOTAL SEATTLE (TACOMA)** | | | **60** | **0** | **0** | **83** | **12** | **5** | **0** | **0** | **0** | **8** | **66** | **20** | 61 |
| **WASHINGTON (DULLES)** | BRITISH AIRWAYS PLC | S | 120 | 0 | 0 | 78 | 12 | 6 | 4 | 0 | 0 | 9 | 85 | 6 | 120 |
| | UNITED AIRLINES | S | 119 | 0 | 1 | 58 | 20 | 14 | 6 | 0 | 2 | 37 | 61 | 18 | 117 |
| **TOTAL WASHINGTON (DULLES)** | | | **239** | **0** | **1** | **68** | **16** | **10** | **5** | **0** | **1** | **23** | **73** | **12** | 237 |
| **TOTAL USA** | | | **2967** | **7** | **30** | **71** | **15** | **9** | **5** | **1** | **0** | **16** | **72** | **14** | 2801 |
| **UZBEKISTAN** | | | | | | | | | | | | | | | |
| **TASHKENT** | UZBEKISTAN AIRLINES | S | 34 | 0 | 8 | 74 | 9 | 3 | 15 | 0 | 0 | 18 | 85 | -8 | 33 |
| **TOTAL TASHKENT** | | | **34** | **0** | **8** | **74** | **9** | **3** | **15** | **0** | **0** | **18** | **85** | **-8** | 33 |
| **TOTAL UZBEKISTAN** | | | **34** | **0** | **8** | **74** | **9** | **3** | **15** | **0** | **0** | **18** | **85** | **-8** | 33 |
| **VENEZUELA** | | | | | | | | | | | | | | | |
| **CARACAS** | VIASA | S | 18 | 0 | 0 | 67 | 11 | 6 | 17 | 0 | 0 | 11 | 33 | 39 | 18 |
| **TOTAL CARACAS** | | | **18** | **0** | **0** | **67** | **11** | **6** | **17** | **0** | **0** | **11** | **33** | **39** | 18 |
| **TOTAL VENEZUELA** | | | **18** | **0** | **0** | **67** | **11** | **6** | **17** | **0** | **0** | **11** | **33** | **39** | 18 |
| **TOTAL HEATHROW** | | | **34632** | **94** | **322** | **77** | **13** | **7** | **3** | **0** | **0** | **9** | **80** | **9** | 33871 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CYPRUS** | | | | | | | | | | | | | | | |
| **LARNACA** | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 61 | 28 | 6 | 6 | 0 | 0 | 10 | 63 | 13 | 8 |
| | MONARCH AIRLINES | C | 16 | 0 | 0 | 38 | 19 | 6 | 38 | 0 | 0 | 52 | 38 | 25 | 8 |
| **TOTAL LARNACA** | | | **34** | **0** | **9** | **50** | **24** | **6** | **21** | **0** | **0** | **30** | **43** | **27** | 37 |
| **PAPHOS** | AIR 2000 | C | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 6 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 63 | 25 | 6 | 6 | 0 | 0 | 9 | 60 | 35 | 25 |
| | CALEDONIAN AIRWAYS | C | 7 | 0 | 1 | 29 | 57 | 14 | 0 | 0 | 0 | 23 | 11 | 162 | 19 |
| **TOTAL PAPHOS** | | | **39** | **1** | **1** | **72** | **21** | **5** | **3** | **0** | **0** | **9** | **56** | **56** | 73 |
| **TOTAL CYPRUS** | | | **73** | **1** | **10** | **62** | **22** | **5** | **11** | **0** | **0** | **18** | **52** | **46** | 110 |
| **FRANCE** | | | | | | | | | | | | | | | |
| **LYON** | MONARCH AIRLINES | C | 4 | 0 | 2 | 25 | 50 | 25 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| **TOTAL LYON** | | | **5** | **0** | **3** | **20** | **60** | **20** | **0** | **0** | **0** | **23** | **13** | **151** | 8 |
| **PARIS (CHARLES DE GAULLE)** | SCOT AIRWAYS | S | 131 | 1 | 2 | 92 | 4 | 3 | 1 | 0 | 0 | -2 | 0 | 0 | 0 |
| **TOTAL PARIS (CHARLES DE GAULLE)** | | | **131** | **1** | **2** | **92** | **4** | **3** | **1** | **0** | **0** | **-2** | **96** | **-4** | 135 |
| **TARBES-LOURDES INTERNATIONAL** | AERIS | C | 4 | 3 | 3 | 25 | 25 | 50 | 0 | 0 | 0 | 35 | 100 | 8 | 1 |
| **TOTAL TARBES-LOURDES INTERNATIONAL** | | | **4** | **3** | **3** | **25** | **25** | **50** | **0** | **0** | **0** | **35** | **100** | **-8** | 3 |
| **TOTAL FRANCE** | | | **140** | **6** | **8** | **88** | **6** | **5** | **1** | **0** | **0** | **0** | **88** | **13** | 157 |
| **IRISH REPUBLIC** | | | | | | | | | | | | | | | |
| **DUBLIN** | RYANAIR | S | 193 | 4 | 7 | 92 | 5 | 3 | 0 | 0 | 1 | 7 | 84 | 5 | 132 |
| **TOTAL DUBLIN** | | | **193** | **4** | **7** | **92** | **5** | **3** | **0** | **0** | **1** | **7** | **84** | **5** | 132 |
| **KERRY COUNTY** | BA CITIEXPRESS (IOM) LTD | S | 28 | 2 | 0 | 82 | 7 | 4 | 4 | 4 | 0 | 13 | 96 | -4 | 28 |
| **TOTAL KERRY COUNTY** | | | **28** | **2** | **0** | **82** | **7** | **4** | **4** | **4** | **0** | **13** | **96** | **-4** | 28 |
| **WATERFORD** | SCOT AIRWAYS | S | 54 | 2 | 2 | 72 | 15 | 6 | 6 | 2 | 0 | 16 | 87 | 2 | 118 |
| **TOTAL WATERFORD** | | | **54** | **2** | **2** | **72** | **15** | **6** | **6** | **2** | **0** | **16** | **87** | **2** | 118 |
| **TOTAL IRISH REPUBLIC** | | | **275** | **8** | **9** | **87** | **7** | **3** | **1** | **1** | **0** | **10** | **87** | **3** | 278 |
| **ISRAEL** | | | | | | | | | | | | | | | |
| **OVDA** | MONARCH AIRLINES | C | 8 | 0 | 0 | 13 | 13 | 13 | 63 | 0 | 0 | 92 | 0 | 0 | 0 |
| **TOTAL OVDA** | | | **8** | **0** | **0** | **13** | **13** | **13** | **63** | **0** | **0** | **92** | **0** | **0** | 0 |
| **TEL AVIV** | MONARCH AIRLINES | C | 3 | 1 | 2 | 0 | 0 | 33 | 67 | 0 | 0 | 82 | 33 | 15 | 3 |
| **TOTAL TEL AVIV** | | | **3** | **1** | **2** | **0** | **0** | **33** | **67** | **0** | **0** | **82** | **33** | **15** | 3 |
| **TOTAL ISRAEL** | | | **11** | **1** | **2** | **9** | **9** | **18** | **64** | **0** | **0** | **89** | **33** | **15** | 3 |
| **ITALY** | | | | | | | | | | | | | | | |
| **NAPLES** | EXCEL AIRWAYS LTD | C | 6 | 2 | 0 | 17 | 33 | 0 | 50 | 0 | 0 | 48 | 0 | 0 | 0 |
| **TOTAL NAPLES** | | | **6** | **2** | **0** | **17** | **33** | **0** | **50** | **0** | **0** | **48** | **55** | **24** | 11 |
| **PALERMO** | EXCEL AIRWAYS LTD | C | 8 | 0 | 0 | 25 | 13 | 0 | 63 | 0 | 0 | 50 | 0 | 0 | 0 |
| **TOTAL PALERMO** | | | **8** | **0** | **0** | **25** | **13** | **0** | **63** | **0** | **0** | **50** | **50** | **36** | 14 |
| **TOTAL VENICE** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **9** | **0** | **0** | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL ITALY** | | | **16** | **3** | **0** | **25** | **25** | **0** | **50** | **0** | **0** | **44** | **50** | **40** | 28 |
| **MALTA** | | | | | | | | | | | | | | | |
| **MALTA** | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 10 | 38 | 38 | 8 |
| **TOTAL MALTA** | | | **8** | **0** | **0** | **63** | **25** | **13** | **0** | **0** | **0** | **10** | **38** | **38** | 8 |
| **TOTAL MALTA** | | | **8** | **0** | **0** | **63** | **25** | **13** | **0** | **0** | **0** | **10** | **38** | **38** | 8 |
| **NETHERLANDS** | | | | | | | | | | | | | | | |
| **AMSTERDAM** | GB AIRWAYS LTD | S | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 25 | 0 | 0 | 0 |
| | SCOT AIRWAYS | S | 169 | 3 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 1 | 82 | 2 | 39 |
| **TOTAL AMSTERDAM** | | | **179** | **3** | **0** | **88** | **8** | **3** | **1** | **0** | **0** | **2** | **82** | **2** | 39 |
| **TOTAL NETHERLANDS** | | | **179** | **3** | **0** | **88** | **8** | **3** | **1** | **0** | **0** | **2** | **82** | **2** | 39 |
| **PORTUGAL(EXCLUDING MADEIRA)** | | | | | | | | | | | | | | | |
| **FARO** | AIR 2000 | C | 7 | 1 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 44 | 11 | 22 | 11 | 0 | 11 | 80 | 50 | 26 | 8 |
| | EXCEL AIRWAYS LTD | C | 6 | 0 | 0 | 33 | 50 | 17 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| **TOTAL FARO** | | | **22** | **1** | **0** | **55** | **18** | **18** | **5** | **0** | **5** | **38** | **57** | **32** | 21 |
| **TOTAL PORTUGAL(EXCLUDING MADEIRA)** | | | **22** | **1** | **0** | **55** | **18** | **18** | **5** | **0** | **5** | **38** | **57** | **32** | 21 |
| **PORTUGAL(MADEIRA)** | | | | | | | | | | | | | | | |
| **FUNCHAL** | MONARCH AIRLINES | C | 10 | 0 | 0 | 70 | 0 | 30 | 0 | 0 | 0 | 15 | 75 | 40 | 8 |
| **TOTAL FUNCHAL** | | | **10** | **0** | **0** | **70** | **0** | **30** | **0** | **0** | **0** | **15** | **75** | **40** | 8 |
| **TOTAL PORTUGAL(MADEIRA)** | | | **10** | **0** | **0** | **70** | **0** | **30** | **0** | **0** | **0** | **15** | **75** | **40** | 8 |
| **SPAIN** | | | | | | | | | | | | | | | |
| **ALICANTE** | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 44 | 0 | 56 | 0 | 0 | 0 | 26 | 67 | 14 | 6 |
| | MONARCH AIRLINES | S | 26 | 0 | 0 | 35 | 35 | 23 | 8 | 0 | 0 | 27 | 44 | 19 | 16 |
| **TOTAL ALICANTE** | | | **35** | **0** | **0** | **37** | **26** | **31** | **6** | **0** | **0** | **27** | **41** | **29** | 29 |
| **IBIZA** | BRITANNIA AIRWAYS | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 40 | 26 | 5 |
| **TOTAL IBIZA** | | | **3** | **0** | **1** | **100** | **0** | **0** | **0** | **0** | **0** | **-2** | **40** | **26** | 5 |
| **MAHON** | MONARCH AIRLINES | S | 18 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 15 | 72 | 11 | 18 |
| **TOTAL MAHON** | | | **18** | **0** | **0** | **67** | **11** | **22** | **0** | **0** | **0** | **15** | **74** | **10** | 19 |
| **MALAGA** | AIR 2000 | C | 5 | 0 | 0 | 40 | 0 | 20 | 40 | 0 | 0 | 49 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 63 | 13 | 19 | 0 | 6 | 0 | 27 | 67 | 5 | 18 |
| | MONARCH AIRLINES | S | 24 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 22 | 64 | 22 | 28 |
| | MONARCH AIRLINES | C | 7 | 1 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL MALAGA** | | | **52** | **1** | **0** | **58** | **23** | **8** | **10** | **2** | **0** | **24** | **65** | **15** | 46 |
| **PALMA DE MALLORCA** | BRITANNIA AIRWAYS | C | 18 | 1 | 2 | 67 | 22 | 11 | 0 | 0 | 0 | 10 | 70 | 5 | 10 |
| | MONARCH AIRLINES | S | 8 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 47 | 40 | 27 | 10 |
| **TOTAL PALMA DE MALLORCA** | | | **26** | **1** | **2** | **62** | **15** | **8** | **15** | **0** | **0** | **21** | **55** | **16** | 20 |
| **TOTAL SPAIN** | | | **135** | **2** | **3** | **56** | **20** | **16** | **8** | **1** | **0** | **22** | **58** | **18** | 120 |
| **SPAIN(CANARY ISLANDS)** | | | | | | | | | | | | | | | |
| **ARRECIFE** | AIR 2000 | C | 7 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -15 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: LUTON (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **ARRECIFE** | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 1 | 100 | 4 | 8 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 25 | 25 | 0 | 25 | 25 | 0 | 87 | 75 | 16 | 16 |
| **TOTAL ARRECIFE** | | | **23** | **1** | **1** | **70** | **9** | **4** | **9** | **9** | **0** | **26** | **83** | **12** | 24 |
| **FUERTEVENTURA** | MONARCH AIRLINES | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -1 | 88 | 3 | 8 |
| **TOTAL FUERTEVENTURA** | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **-1** | **88** | **3** | 8 |
| **LAS PALMAS** | BRITANNIA AIRWAYS | C | 8 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 12 | 8 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 80 | -2 | 10 |
| **TOTAL LAS PALMAS** | | | **16** | **0** | **1** | **88** | **0** | **0** | **13** | **0** | **0** | **14** | **78** | **4** | 18 |
| **TENERIFE (SURREINA SOFIA)** | AIR 2000 | C | 7 | 1 | 1 | 57 | 14 | 14 | 14 | 0 | 0 | 20 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 25 | 82 | 8 | 17 |
| | FUTURA AIRLINES | C | 6 | 0 | 0 | 0 | 0 | 17 | 83 | 0 | 0 | 79 | 57 | 11 | 7 |
| | MONARCH AIRLINES | C | 12 | 0 | 2 | 33 | 8 | 25 | 17 | 17 | 0 | 77 | 88 | 4 | 8 |
| | MONARCH AIRLINES | S | 18 | 0 | 0 | 61 | 6 | 11 | 11 | 11 | 0 | 60 | 93 | 0 | 14 |
| | VIVA | C | 7 | 1 | 1 | 43 | 29 | 29 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL TENERIFE (SURREINA SOFIA)** | | | **58** | **2** | **4** | **45** | **10** | **19** | **19** | **7** | **0** | **51** | **76** | **29** | 50 |
| **TOTAL SPAIN(CANARY ISLANDS)** | | | **105** | **3** | **6** | **60** | **9** | **11** | **14** | **6** | **0** | **36** | **79** | **18** | 100 |
| **SWEDEN** | | | | | | | | | | | | | | | |
| **GOTEBORG** | AIR 2000 | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| **TOTAL GOTEBORG** | | | **8** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-7** | **0** | **0** | 0 |
| **TOTAL SWEDEN** | | | **8** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-7** | **0** | **0** | 0 |
| **SWITZERLAND** | | | | | | | | | | | | | | | |
| **ZURICH** | EDELWEISS AIR | C | 42 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| **TOTAL ZURICH** | | | **42** | **0** | **0** | **50** | **40** | **10** | **0** | **0** | **0** | **18** | **0** | **0** | 0 |
| **TOTAL SWITZERLAND** | | | **42** | **0** | **0** | **50** | **40** | **10** | **0** | **0** | **0** | **18** | **40** | **39** | 5 |
| **TUNISIA** | | | | | | | | | | | | | | | |
| **MONASTIR** | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 56 | 68 | 9 |
| **TOTAL MONASTIR** | | | **7** | **0** | **0** | **86** | **14** | **0** | **0** | **0** | **0** | **0** | **56** | **68** | 9 |
| **TOTAL TUNISIA** | | | **7** | **0** | **0** | **86** | **14** | **0** | **0** | **0** | **0** | **0** | **56** | **68** | 9 |
| **TURKEY** | | | | | | | | | | | | | | | |
| **ANTALYA** | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL ANTALYA** | | | **4** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **0** | 0 |
| **TOTAL TURKEY** | | | **4** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **0** | 0 |
| **UNITED KINGDOM** | | | | | | | | | | | | | | | |
| **ABERDEEN** | GB AIRWAYS LTD | S | 51 | 1 | 0 | 84 | 0 | 10 | 6 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL ABERDEEN** | | | **51** | **1** | **0** | **84** | **0** | **10** | **6** | **0** | **0** | **5** | **0** | **0** | 0 |
| **BELFAST CITY** | BRITISH REGIONAL AIRLINES LTD | S | 56 | 4 | 1 | 82 | 9 | 2 | 7 | 0 | 0 | 9 | 89 | 3 | 81 |
| **TOTAL BELFAST CITY** | | | **56** | **4** | **1** | **82** | **9** | **2** | **7** | **0** | **0** | **9** | **89** | **3** | 81 |
| **CAMBRIDGE** | SCOT AIRWAYS | S | 43 | 2 | 0 | 79 | 7 | 9 | 2 | 2 | 0 | 8 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| | | | | 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 mins | Average Delay (mins) | Number of Flights |
| **TOTAL CAMBRIDGE** | | | **43** | **2** | **0** | **79** | **7** | **9** | **2** | **2** | **0** | **8** | **0** | **0** | 0 |
| **EDINBURGH** | GB AIRWAYS LTD | S | 166 | 2 | 0 | 84 | 11 | 4 | 1 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL EDINBURGH** | | | **166** | **2** | **0** | **84** | **11** | **4** | **1** | **0** | **0** | **6** | **100** | **-29** | 1 |
| **GLASGOW** | GB AIRWAYS LTD | S | 141 | 1 | 0 | 92 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL GLASGOW** | | | **141** | **1** | **0** | **92** | **5** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | 0 |
| **ISLE OF MAN** | BA CITIEXPRESS (IOM) LTD | S | 29 | 1 | 2 | 83 | 7 | 3 | 3 | 3 | 0 | 13 | 93 | -3 | 28 |
| **TOTAL ISLE OF MAN** | | | **29** | **1** | **2** | **83** | **7** | **3** | **3** | **3** | **0** | **13** | **93** | **-3** | 28 |
| **JERSEY** | BMI BRITISH MIDLAND | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 90 | -5 | 10 |
| **TOTAL JERSEY** | | | **10** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-1** | **90** | **-5** | 10 |
| **MANCHESTER** | CALEDONIAN AIRWAYS | C | 5 | 0 | 3 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 43 | 28 | 7 |
| **TOTAL MANCHESTER** | | | **6** | **0** | **3** | **67** | **17** | **17** | **0** | **0** | **0** | **6** | **38** | **41** | 8 |
| **TOTAL UNITED KINGDOM** | | | **502** | **11** | **6** | **86** | **7** | **4** | **2** | **0** | **0** | **5** | **73** | **17** | 209 |
| **USA** | | | | | | | | | | | | | | | |
| **ORLANDO** | MONARCH AIRLINES | C | 6 | 1 | 3 | 67 | 17 | 17 | 0 | 0 | 0 | -7 | 100 | -5 | 5 |
| **TOTAL ORLANDO** | | | **6** | **1** | **3** | **67** | **17** | **17** | **0** | **0** | **0** | **-7** | **100** | **-5** | 5 |
| **TOTAL USA** | | | **7** | **1** | **3** | **57** | **14** | **29** | **0** | **0** | **0** | **3** | **100** | **-5** | 5 |
| **TOTAL LUTON** | | | **1546** | **43** | **47** | **78** | **10** | **6** | **4** | **1** | **0** | **11** | **74** | **17** | 1102 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AUSTRALIA** | | | | | | | | | | | | | | | |
| **SYDNEY** | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | -1 | 50 | 34 | 8 |
| **TOTAL SYDNEY** | | | **8** | **0** | **0** | **75** | **13** | **0** | **13** | **0** | **0** | **-1** | **50** | **34** | 8 |
| **TOTAL AUSTRALIA** | | | **8** | **0** | **0** | **75** | **13** | **0** | **13** | **0** | **0** | **-1** | **50** | **34** | 8 |
| **AUSTRIA** | | | | | | | | | | | | | | | |
| **INNSBRUCK** | LEISURE INTERNATIONAL | C | 4 | 0 | 0 | 25 | 25 | 25 | 0 | 0 | 25 | 119 | 63 | 28 | 8 |
| **TOTAL INNSBRUCK** | | | **4** | **0** | **0** | **25** | **25** | **25** | **0** | **0** | **25** | **119** | **63** | **28** | 8 |
| **TOTAL SALZBURG** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-10** | **86** | **7** | 7 |
| **VIENNA** | LAUDA-AIR | S | 52 | 0 | 0 | 90 | 4 | 2 | 4 | 0 | 0 | -2 | 80 | 7 | 50 |
| **TOTAL VIENNA** | | | **53** | **0** | **0** | **91** | **4** | **2** | **4** | **0** | **0** | **-1** | **80** | **7** | 50 |
| **TOTAL AUSTRIA** | | | **59** | **0** | **0** | **86** | **5** | **3** | **3** | **0** | **2** | **6** | **78** | **10** | 65 |
| **BARBADOS** | | | | | | | | | | | | | | | |
| **BRIDGETOWN** | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -2 | 0 | 62 | 2 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 2 | 57 | 117 | 7 |
| **TOTAL BRIDGETOWN** | | | **18** | **0** | **0** | **83** | **17** | **0** | **0** | **0** | **0** | **0** | **44** | **105** | 9 |
| **TOTAL BARBADOS** | | | **18** | **0** | **0** | **83** | **17** | **0** | **0** | **0** | **0** | **0** | **44** | **105** | 9 |
| **BELGIUM** | | | | | | | | | | | | | | | |
| **BRUSSELS** | BRITISH AIRWAYS PLC | S | 90 | 0 | 2 | 79 | 8 | 7 | 7 | 0 | 0 | 12 | 85 | 6 | 88 |
| | SABENA | S | 82 | 0 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 2 | 62 | 14 | 55 |
| **TOTAL BRUSSELS** | | | **172** | **0** | **2** | **86** | **6** | **5** | **3** | **0** | **0** | **7** | **76** | **9** | 143 |
| **TOTAL BELGIUM** | | | **172** | **0** | **2** | **86** | **6** | **5** | **3** | **0** | **0** | **7** | **76** | **9** | 143 |
| **CANADA** | | | | | | | | | | | | | | | |
| **TORONTO** | AIR CANADA | S | 44 | 0 | 0 | 27 | 14 | 41 | 11 | 7 | 0 | 47 | 85 | 5 | 41 |
| | AIR CLUB INTERNATIONAL | C | 6 | 0 | 0 | 17 | 17 | 0 | 33 | 0 | 33 | 356 | 0 | 38 | 6 |
| | AIR TRANSAT | C | 12 | 0 | 0 | 17 | 42 | 0 | 33 | 8 | 0 | 77 | 75 | 23 | 8 |
| | CANADA 3000 AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL TORONTO** | | | **66** | **0** | **0** | **29** | **18** | **27** | **17** | **6** | **3** | **78** | **75** | **11** | 55 |
| **VANCOUVER** | AIR CLUB INTERNATIONAL | C | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL VANCOUVER** | | | **4** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | 0 |
| **TOTAL CANADA** | | | **70** | **0** | **0** | **30** | **20** | **26** | **16** | **6** | **3** | **74** | **75** | **11** | 55 |
| **CYPRUS** | | | | | | | | | | | | | | | |
| **LARNACA** | AIR 2000 | S | 8 | 0 | 0 | 25 | 13 | 50 | 13 | 0 | 0 | 32 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 1 | 89 | 11 | 0 | 0 | 0 | 0 | -1 | 27 | 54 | 15 |
| | CYPRUS AIRWAYS | S | 16 | 0 | 0 | 69 | 13 | 13 | 6 | 0 | 0 | 13 | 44 | 22 | 18 |
| | MY TRAVEL AIRWAYS UK | C | 25 | 1 | 1 | 36 | 40 | 16 | 8 | 0 | 0 | 28 | 25 | 28 | 16 |
| **TOTAL LARNACA** | | | **58** | **1** | **7** | **52** | **24** | **17** | **7** | **0** | **0** | **20** | **50** | **36** | 103 |
| **PAPHOS** | AIR 2000 | S | 16 | 0 | 0 | 44 | 13 | 19 | 19 | 6 | 0 | 42 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 26 | 0 | 1 | 69 | 4 | 23 | 4 | 0 | 0 | 10 | 62 | 21 | 34 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 10 | 30 | 157 | 10 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **PAPHOS** | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 50 | 13 | 13 | 0 | 0 | 36 | 35 | 92 | 17 |
| **TOTAL PAPHOS** | | | **58** | **0** | **1** | **59** | **12** | **19** | **9** | **2** | **0** | **23** | **53** | **45** | 94 |
| **TOTAL CYPRUS** | | | **116** | **1** | **8** | **55** | **18** | **18** | **8** | **1** | **0** | **21** | **51** | **41** | 197 |
| **CZECH REPUBLIC** | | | | | | | | | | | | | | | |
| **PRAGUE** | CSA | S | 28 | 0 | 0 | 75 | 7 | 4 | 14 | 0 | 0 | 23 | 75 | 7 | 16 |
| **TOTAL PRAGUE** | | | **28** | **0** | **0** | **75** | **7** | **4** | **14** | **0** | **0** | **23** | **78** | **8** | 18 |
| **TOTAL CZECH REPUBLIC** | | | **28** | **0** | **0** | **75** | **7** | **4** | **14** | **0** | **0** | **23** | **78** | **8** | 18 |
| **DENMARK** | | | | | | | | | | | | | | | |
| **BILLUND** | NEWAIR AIR SERVICE | S | 86 | 0 | 10 | 91 | 7 | 0 | 2 | 0 | 0 | 1 | 81 | 2 | 80 |
| **TOTAL BILLUND** | | | **86** | **0** | **10** | **91** | **7** | **0** | **2** | **0** | **0** | **1** | **81** | **2** | 80 |
| **COPENHAGEN** | SAS | S | 130 | 0 | 2 | 87 | 8 | 2 | 3 | 0 | 0 | 5 | 89 | 3 | 149 |
| **TOTAL COPENHAGEN** | | | **130** | **0** | **2** | **87** | **8** | **2** | **3** | **0** | **0** | **5** | **91** | **2** | 199 |
| **TOTAL DENMARK** | | | **216** | **0** | **12** | **88** | **8** | **1** | **3** | **0** | **0** | **3** | **88** | **2** | 279 |
| **DOMINICAN REPUBLIC** | | | | | | | | | | | | | | | |
| **PUERTO PLATA** | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 13 | 25 | 24 | 12 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 78 | 100 | -25 | 4 |
| **TOTAL PUERTO PLATA** | | | **13** | **1** | **0** | **62** | **8** | **8** | **23** | **0** | **0** | **33** | **53** | **8** | 19 |
| **SANTO DOMINGO** | BRITANNIA AIRWAYS | C | 4 | 0 | 1 | 75 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | LEISURE INTL AIRWAYS LTD | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL SANTO DOMINGO** | | | **8** | **0** | **1** | **75** | **13** | **13** | **0** | **0** | **0** | **7** | **0** | **0** | 0 |
| **TOTAL DOMINICAN REPUBLIC** | | | **21** | **1** | **1** | **67** | **10** | **10** | **14** | **0** | **0** | **23** | **53** | **8** | 19 |
| **EGYPT** | | | | | | | | | | | | | | | |
| **CAIRO** | EGYPT AIR | C | 9 | 0 | 1 | 11 | 22 | 22 | 22 | 22 | 0 | 96 | 0 | 0 | 0 |
| **TOTAL CAIRO** | | | **9** | **0** | **1** | **11** | **22** | **22** | **22** | **22** | **0** | **96** | **63** | **-8** | 8 |
| **LUXOR** | AIR 2000 | C | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 16 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 38 | 63 | 89 | 8 |
| **TOTAL LUXOR** | | | **16** | **0** | **0** | **50** | **19** | **13** | **19** | **0** | **0** | **27** | **60** | **62** | 15 |
| **TOTAL EGYPT** | | | **25** | **0** | **1** | **36** | **20** | **16** | **20** | **8** | **0** | **52** | **61** | **38** | 23 |
| **FINLAND** | | | | | | | | | | | | | | | |
| **HELSINKI** | FINNAIR | S | 59 | 0 | 0 | 98 | 0 | 0 | 2 | 0 | 0 | -2 | 83 | 6 | 60 |
| | SAS | S | 55 | 0 | 0 | 80 | 9 | 7 | 4 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL HELSINKI** | | | **114** | **0** | **0** | **89** | **4** | **4** | **3** | **0** | **0** | **1** | **83** | **6** | 60 |
| **TOTAL FINLAND** | | | **114** | **0** | **0** | **89** | **4** | **4** | **3** | **0** | **0** | **1** | **83** | **6** | 60 |
| **FRANCE** | | | | | | | | | | | | | | | |
| **BEAUVAIS** | MY TRAVEL AIRWAYS UK | C | 14 | 0 | 0 | 64 | 7 | 21 | 7 | 0 | 0 | 17 | 0 | 0 | 0 |
| **TOTAL BEAUVAIS** | | | **14** | **0** | **0** | **64** | **7** | **21** | **7** | **0** | **0** | **17** | **67** | **28** | 15 |
| **CHAMBERY** | AER LINGUS | C | 5 | 0 | 1 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL CHAMBERY** | | | **5** | **0** | **1** | **80** | **20** | **0** | **0** | **0** | **0** | **4** | **50** | **7** | 6 |
| **CLERMONT FERRAND** | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| **TOTAL CLERMONT FERRAND** | | | **2** | **0** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **27** | **0** | **0** | 0 |
| **LYON** | AIR 2000 | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| | AIR LITTORAL | S | 76 | 0 | 0 | 74 | 17 | 9 | 0 | 0 | 0 | 5 | 62 | 9 | 68 |
| | BRITANNIA AIRWAYS | C | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 16 | 25 | 42 | 16 |
| | CALEDONIAN AIRWAYS | C | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 70 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 43 | 6 |
| **TOTAL LYON** | | | **93** | **0** | **0** | **66** | **16** | **12** | **6** | **0** | **0** | **12** | **51** | **18** | 106 |
| **NICE** | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 38 | 38 | 13 | 13 | 0 | 0 | 25 | 20 | 41 | 10 |
| **TOTAL NICE** | | | **8** | **0** | **0** | **38** | **38** | **13** | **13** | **0** | **0** | **25** | **25** | **36** | 12 |
| **PARIS (CHARLES DE GAULLE)** | AIR 2000 | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | AIR FRANCE | S | 232 | 0 | 0 | 86 | 10 | 4 | 0 | 0 | 0 | 3 | 87 | 5 | 190 |
| | BRITISH AIRWAYS PLC | S | 268 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 3 | 79 | 10 | 257 |
| | MY TRAVEL AIRWAYS UK | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL PARIS (CHARLES DE GAULLE)** | | | **506** | **0** | **0** | **88** | **8** | **3** | **0** | **0** | **0** | **3** | **83** | **8** | 450 |
| **TARBES-LOURDES INTERNATIONAL** | AIR 2000 | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 78 | 9 | 9 |
| | AIR OPERATIONS EUROPE | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 3 | 1 | 2 | 0 | 33 | 33 | 0 | 0 | 33 | 221 | 0 | 0 | 0 |
| **TOTAL TARBES-LOURDES INTERNATIONAL** | | | **8** | **1** | **3** | **50** | **13** | **25** | **0** | **0** | **13** | **83** | **69** | **15** | 13 |
| **TOTAL TOULOUSE (BLAGNAC)** | | | **4** | **0** | **1** | **75** | **25** | **0** | **0** | **0** | **0** | **8** | **63** | **16** | 8 |
| **TOTAL FRANCE** | | | **641** | **1** | **5** | **83** | **10** | **5** | **2** | **0** | **0** | **6** | **74** | **10** | 654 |
| **GAMBIA** | | | | | | | | | | | | | | | |
| **BANJUL** | AIR 2000 | C | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 24 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 1 | 38 | 13 | 25 | 25 | 0 | 0 | 48 | 0 | 0 | 0 |
| **TOTAL BANJUL** | | | **16** | **0** | **1** | **44** | **19** | **13** | **25** | **0** | **0** | **36** | **0** | **0** | 0 |
| **TOTAL GAMBIA** | | | **16** | **0** | **1** | **44** | **19** | **13** | **25** | **0** | **0** | **36** | **0** | **0** | 0 |
| **GERMANY** | | | | | | | | | | | | | | | |
| **BERLIN (SCHONEFELD)** | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL BERLIN (SCHONEFELD)** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | 0 |
| **BREMEN** | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL BREMEN** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **DUSSELDORF** | BRITISH AIRWAYS PLC | S | 146 | 0 | 7 | 83 | 9 | 4 | 4 | 0 | 0 | 3 | 86 | 4 | 144 |
| | LUFTHANSA | S | 60 | 0 | 30 | 92 | 7 | 2 | 0 | 0 | 0 | 0 | 84 | 3 | 92 |
| **TOTAL DUSSELDORF** | | | **206** | **0** | **37** | **85** | **8** | **3** | **3** | **0** | **0** | **2** | **85** | **3** | 236 |
| **FRANKFURT MAIN** | BRITISH AIRWAYS PLC | S | 171 | 0 | 5 | 84 | 9 | 6 | 1 | 0 | 0 | 2 | 87 | 5 | 114 |
| | LUFTHANSA | S | 172 | 0 | 0 | 94 | 3 | 2 | 1 | 0 | 0 | 0 | 77 | 8 | 102 |
| **TOTAL FRANKFURT MAIN** | | | **343** | **0** | **5** | **89** | **6** | **4** | **1** | **0** | **0** | **1** | **82** | **6** | 216 |
| **HAMBURG** | LUFTHANSA CITY LINE | S | 48 | 0 | 0 | 81 | 8 | 6 | 4 | 0 | 0 | 8 | 78 | 5 | 63 |
| **TOTAL HAMBURG** | | | **48** | **0** | **0** | **81** | **8** | **6** | **4** | **0** | **0** | **8** | **80** | **5** | 88 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| HANOVER | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 3 | 83 | 2 | 60 |
| **TOTAL HANOVER** | | | **60** | **0** | **0** | **90** | **8** | **2** | **0** | **0** | **0** | **3** | **83** | **2** | 60 |
| MUNICH | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 77 | 15 | 60 |
| | LUFTHANSA CITY LINE | S | 157 | 0 | 4 | 92 | 4 | 4 | 1 | 0 | 0 | 0 | 77 | 11 | 100 |
| **TOTAL MUNICH** | | | **217** | **0** | **4** | **92** | **5** | **3** | **0** | **0** | **0** | **1** | **77** | **12** | 160 |
| **TOTAL GERMANY** | | | **878** | **0** | **46** | **89** | **6** | **4** | **1** | **0** | **0** | **2** | **81** | **7** | 810 |
| **GIBRALTAR** | | | | | | | | | | | | | | | |
| GIBRALTAR | GB AIRWAYS LTD | S | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 44 | 25 | 18 |
| **TOTAL GIBRALTAR** | | | **16** | **0** | **0** | **75** | **13** | **13** | **0** | **0** | **0** | **10** | **44** | **25** | 18 |
| **TOTAL GIBRALTAR** | | | **16** | **0** | **0** | **75** | **13** | **13** | **0** | **0** | **0** | **10** | **44** | **25** | 18 |
| **GREECE** | | | | | | | | | | | | | | | |
| ATHENS | MONARCH AIRLINES | C | 8 | 0 | 0 | 25 | 13 | 63 | 0 | 0 | 0 | 27 | 38 | 55 | 8 |
| **TOTAL ATHENS** | | | **8** | **0** | **0** | **25** | **13** | **63** | **0** | **0** | **0** | **27** | **44** | **49** | 9 |
| HERAKLION | AIR 2000 | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | -4 | 61 | 18 | 18 |
| | EXCEL AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 27 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 15 | 0 | 0 | 60 | 13 | 7 | 20 | 0 | 0 | 23 | 33 | 96 | 9 |
| **TOTAL HERAKLION** | | | **31** | **0** | **0** | **71** | **6** | **6** | **16** | **0** | **0** | **17** | **56** | **34** | 71 |
| KOS | AIR 2000 | C | 7 | 0 | 0 | 14 | 0 | 14 | 71 | 0 | 0 | 71 | 78 | 3 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 14 | 0 | 0 | 50 | 7 | 7 | 36 | 0 | 0 | 53 | 0 | 0 | 0 |
| **TOTAL KOS** | | | **21** | **0** | **0** | **38** | **5** | **10** | **48** | **0** | **0** | **59** | **67** | **12** | 21 |
| RHODES | AIR 2000 | C | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 0 | 42 | 14 | 12 |
| | MONARCH AIRLINES | C | 7 | 0 | 1 | 57 | 14 | 14 | 14 | 0 | 0 | 16 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 6 | 43 | 43 | 14 | 0 | 0 | 0 | 14 | 13 | 57 | 8 |
| **TOTAL RHODES** | | | **21** | **1** | **7** | **62** | **19** | **10** | **10** | **0** | **0** | **10** | **48** | **21** | 44 |
| **TOTAL ZAKINTHOS** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **8** | **33** | **38** | 6 |
| **TOTAL GREECE** | | | **83** | **1** | **7** | **57** | **10** | **13** | **20** | **0** | **0** | **27** | **56** | **31** | 183 |
| **HONG KONG** | | | | | | | | | | | | | | | |
| HONG KONG (CHEP LAP KOK) | CATHAY PACIFIC AIRWAYS | S | 60 | 0 | 0 | 42 | 12 | 20 | 27 | 0 | 0 | 34 | 40 | 32 | 60 |
| **TOTAL HONG KONG (CHEP LAP KOK)** | | | **60** | **0** | **0** | **42** | **12** | **20** | **27** | **0** | **0** | **34** | **40** | **32** | 60 |
| **TOTAL HONG KONG** | | | **60** | **0** | **0** | **42** | **12** | **20** | **27** | **0** | **0** | **34** | **40** | **32** | 60 |
| **INDIA** | | | | | | | | | | | | | | | |
| GOA | BRITANNIA AIRWAYS | C | 7 | 1 | 0 | 71 | 0 | 29 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | CALEDONIAN AIRWAYS | C | 6 | 2 | 2 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 75 | 7 | 8 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 1 | 83 | -12 | 6 |
| **TOTAL GOA** | | | **21** | **3** | **2** | **67** | **10** | **14** | **10** | **0** | **0** | **13** | **79** | **-1** | 14 |
| MUMBAI | AIR INDIA | S | 18 | 0 | 0 | 28 | 6 | 22 | 28 | 6 | 11 | 107 | 0 | 0 | 0 |
| **TOTAL MUMBAI** | | | **18** | **0** | **0** | **28** | **6** | **22** | **28** | **6** | **11** | **107** | **0** | **0** | 0 |
| **TOTAL INDIA** | | | **39** | **3** | **2** | **49** | **8** | **18** | **18** | **3** | **5** | **56** | **79** | **-1** | 14 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **IRISH REPUBLIC** | | | | | | | | | | | | | | | |
| **CONNAUGHT** | BRITISH REGIONAL AIRLINES LTD | S | 36 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -4 | 92 | 4 | 36 |
| **TOTAL CONNAUGHT** | | | **36** | **0** | **0** | **94** | **6** | **0** | **0** | **0** | **0** | **-4** | **92** | **4** | 36 |
| **CORK** | BRITISH REGIONAL AIRLINES LTD | S | 128 | 1 | 0 | 89 | 4 | 3 | 2 | 1 | 1 | 8 | 91 | 3 | 99 |
| **TOTAL CORK** | | | **128** | **1** | **0** | **89** | **4** | **3** | **2** | **1** | **1** | **8** | **90** | **5** | 119 |
| **DUBLIN** | AER LINGUS | S | 289 | 1 | 0 | 88 | 7 | 1 | 3 | 0 | 0 | 5 | 91 | 0 | 349 |
| | RYANAIR | S | 321 | 0 | 13 | 88 | 6 | 4 | 2 | 0 | 0 | 5 | 80 | 12 | 199 |
| **TOTAL DUBLIN** | | | **610** | **1** | **13** | **88** | **7** | **3** | **2** | **0** | **0** | **5** | **87** | **5** | 549 |
| **SHANNON** | BRITISH REGIONAL AIRLINES LTD | S | 104 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | -2 | 92 | 0 | 60 |
| **TOTAL SHANNON** | | | **104** | **0** | **0** | **92** | **4** | **4** | **0** | **0** | **0** | **-2** | **92** | **0** | 61 |
| **WATERFORD** | BRITISH REGIONAL AIRLINES LTD | S | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 15 | 95 | -3 | 20 |
| **TOTAL WATERFORD** | | | **8** | **0** | **0** | **63** | **13** | **0** | **25** | **0** | **0** | **15** | **95** | **-3** | 20 |
| **TOTAL IRISH REPUBLIC** | | | **886** | **2** | **13** | **89** | **6** | **3** | **2** | **0** | **0** | **4** | **88** | **4** | 805 |
| **ISRAEL** | | | | | | | | | | | | | | | |
| **OVDA** | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 88 | 5 | 8 |
| **TOTAL OVDA** | | | **10** | **0** | **0** | **80** | **20** | **0** | **0** | **0** | **0** | **9** | **73** | **10** | 15 |
| **TEL AVIV** | AIR 2000 | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 50 | 22 | 2 |
| | EL AL | S | 17 | 0 | 0 | 47 | 41 | 12 | 0 | 0 | 0 | 15 | 73 | 9 | 15 |
| **TOTAL TEL AVIV** | | | **19** | **0** | **0** | **47** | **42** | **11** | **0** | **0** | **0** | **15** | **71** | **11** | 17 |
| **TOTAL ISRAEL** | | | **29** | **0** | **0** | **59** | **34** | **7** | **0** | **0** | **0** | **13** | **72** | **10** | 32 |
| **ITALY** | | | | | | | | | | | | | | | |
| **TOTAL BERGAMO** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **2** | **50** | **38** | 4 |
| **MILAN (LINATE)** | BRITISH AIRWAYS PLC | S | 100 | 0 | 0 | 43 | 25 | 24 | 7 | 1 | 0 | 26 | 86 | 5 | 100 |
| **TOTAL MILAN (LINATE)** | | | **100** | **0** | **0** | **43** | **25** | **24** | **7** | **1** | **0** | **26** | **86** | **5** | 100 |
| **NAPLES** | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 72 | 17 | 11 | 0 | 0 | 0 | 7 | 50 | 62 | 16 |
| **TOTAL NAPLES** | | | **18** | **0** | **0** | **72** | **17** | **11** | **0** | **0** | **0** | **7** | **76** | **26** | 38 |
| **PISA** | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | BRITISH WORLD AIRLINES LTD | C | 12 | 0 | 0 | 75 | 8 | 8 | 8 | 0 | 0 | 11 | 57 | 12 | 14 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 44 | 17 | 22 | 17 | 0 | 0 | 33 | 0 | 0 | 0 |
| **TOTAL PISA** | | | **32** | **0** | **0** | **59** | **12** | **16** | **12** | **0** | **0** | **23** | **57** | **12** | 14 |
| **ROME (CIAMPINO)** | BRITISH WORLD AIRLINES LTD | C | 18 | 0 | 0 | 33 | 11 | 28 | 28 | 0 | 0 | 43 | 31 | 65 | 16 |
| **TOTAL ROME (CIAMPINO)** | | | **18** | **0** | **0** | **33** | **11** | **28** | **28** | **0** | **0** | **43** | **33** | **59** | 18 |
| **ROME (FIUMICINO)** | BRITISH AIRWAYS PLC | S | 52 | 0 | 0 | 90 | 6 | 4 | 0 | 0 | 0 | 3 | 82 | 10 | 50 |
| | SABENA | S | 126 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 2 | 68 | 13 | 117 |
| **TOTAL ROME (FIUMICINO)** | | | **178** | **0** | **0** | **88** | **8** | **3** | **0** | **0** | **0** | **3** | **72** | **12** | 167 |
| **TURIN** | AIR 2000 | C | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 3 | 100 | -23 | 1 |
| | MONARCH AIRLINES | C | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 13 | 80 | 5 | 5 |
| **TOTAL TURIN** | | | **9** | **0** | **1** | **67** | **0** | **22** | **11** | **0** | **0** | **11** | **56** | **58** | 9 |
| **VENICE** | BRITISH WORLD AIRLINES LTD | C | 12 | 0 | 0 | 58 | 25 | 8 | 8 | 0 | 0 | 17 | 71 | 9 | 14 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL VENICE** | | | **12** | **0** | **0** | **58** | **25** | **8** | **8** | **0** | **0** | **17** | **65** | **35** | 17 |
| **VERONA** | LEISURE INTERNATIONAL | C | 2 | 1 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 2 | 4 |
| **TOTAL VERONA** | | | **3** | **1** | **2** | **100** | **0** | **0** | **0** | **0** | **0** | **-2** | **57** | **56** | 7 |
| **TOTAL ITALY** | | | **372** | **1** | **3** | **69** | **14** | **12** | **5** | **0** | **0** | **14** | **75** | **15** | 422 |
| **JAMAICA** | | | | | | | | | | | | | | | |
| **MONTEGO BAY** | LEISURE INTL AIRWAYS LTD | C | 7 | 0 | 1 | 43 | 0 | 43 | 14 | 0 | 0 | 36 | 57 | 45 | 7 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 11 | 11 | 33 | 22 | 22 | 0 | 84 | 63 | 49 | 8 |
| **TOTAL MONTEGO BAY** | | | **16** | **0** | **1** | **25** | **6** | **38** | **19** | **13** | **0** | **63** | **60** | **47** | 15 |
| **TOTAL JAMAICA** | | | **16** | **0** | **1** | **25** | **6** | **38** | **19** | **13** | **0** | **63** | **60** | **47** | 15 |
| **KENYA** | | | | | | | | | | | | | | | |
| **MOMBASA** | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 8 | 63 | 34 | 8 |
| **TOTAL MOMBASA** | | | **9** | **0** | **0** | **78** | **11** | **0** | **11** | **0** | **0** | **8** | **44** | **57** | 25 |
| **TOTAL KENYA** | | | **9** | **0** | **0** | **78** | **11** | **0** | **11** | **0** | **0** | **8** | **44** | **57** | 25 |
| **LUXEMBOURG** | | | | | | | | | | | | | | | |
| **LUXEMBOURG** | LUXAIR | S | 44 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 93 | 1 | 40 |
| **TOTAL LUXEMBOURG** | | | **44** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-4** | **93** | **1** | 40 |
| **TOTAL LUXEMBOURG** | | | **44** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-4** | **93** | **1** | 40 |
| **MALTA** | | | | | | | | | | | | | | | |
| **MALTA** | AIR 2000 | C | 18 | 0 | 0 | 28 | 11 | 39 | 22 | 0 | 0 | 42 | 44 | 23 | 18 |
| | AIR MALTA | C | 20 | 0 | 0 | 55 | 20 | 15 | 10 | 0 | 0 | 18 | 66 | 16 | 56 |
| | AIR MALTA | S | 16 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 0 | 7 | 67 | 16 | 18 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 10 | 71 | 29 | 17 |
| | MONARCH AIRLINES | C | 7 | 1 | 1 | 57 | 29 | 0 | 14 | 0 | 0 | 20 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 18 | 0 | 0 | 44 | 28 | 17 | 6 | 6 | 0 | 33 | 50 | 62 | 8 |
| **TOTAL MALTA** | | | **97** | **1** | **1** | **53** | **23** | **15** | **8** | **1** | **0** | **22** | **60** | **26** | 127 |
| **TOTAL MALTA** | | | **97** | **1** | **1** | **53** | **23** | **15** | **8** | **1** | **0** | **22** | **60** | **26** | 127 |
| **MAURITIUS** | | | | | | | | | | | | | | | |
| **MAURITIUS** | AIR MAURITIUS LTD | S | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 25 | 0 | 0 | 0 |
| **TOTAL MAURITIUS** | | | **6** | **0** | **0** | **50** | **17** | **17** | **17** | **0** | **0** | **25** | **0** | **0** | 0 |
| **TOTAL MAURITIUS** | | | **6** | **0** | **0** | **50** | **17** | **17** | **17** | **0** | **0** | **25** | **0** | **0** | 0 |
| **MOROCCO** | | | | | | | | | | | | | | | |
| **AGADIR** | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 63 | 0 | 13 | 0 | 25 | 0 | 76 | 0 | 0 | 0 |
| **TOTAL AGADIR** | | | **8** | **0** | **0** | **63** | **0** | **13** | **0** | **25** | **0** | **76** | **75** | **3** | 16 |
| **TOTAL MOROCCO** | | | **8** | **0** | **0** | **63** | **0** | **13** | **0** | **25** | **0** | **76** | **72** | **11** | 25 |
| **NETHERLANDS** | | | | | | | | | | | | | | | |
| **AMSTERDAM** | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 206 | 0 | 0 | 89 | 3 | 7 | 0 | 0 | 0 | 2 | 89 | 5 | 190 |
| | KLM UK LTD | S | 232 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 6 | 79 | 13 | 229 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **AMSTERDAM** | SCOT AIRWAYS | S | 73 | 1 | 7 | 51 | 34 | 12 | 3 | 0 | 0 | 18 | 58 | 9 | 72 |
| **TOTAL AMSTERDAM** | | | **513** | **1** | **7** | **81** | **11** | **6** | **1** | **0** | **0** | **6** | **80** | **9** | 491 |
| **EINDHOVEN** | B A S E BUSINESS AIRLINES | S | 75 | 0 | 5 | 59 | 23 | 16 | 3 | 0 | 0 | 14 | 90 | 1 | 68 |
| **TOTAL EINDHOVEN** | | | **75** | **0** | **5** | **59** | **23** | **16** | **3** | **0** | **0** | **14** | **90** | **1** | 68 |
| **TOTAL NETHERLANDS** | | | **588** | **1** | **12** | **78** | **13** | **7** | **2** | **0** | **0** | **7** | **81** | **8** | 603 |
| **NORWAY** | | | | | | | | | | | | | | | |
| **OSLO (FORNEBU)** | SAS | S | 25 | 0 | 0 | 44 | 36 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL OSLO (FORNEBU)** | | | **25** | **0** | **0** | **44** | **36** | **20** | **0** | **0** | **0** | **20** | **0** | **0** | 0 |
| **TOTAL NORWAY** | | | **25** | **0** | **0** | **44** | **36** | **20** | **0** | **0** | **0** | **20** | **0** | **0** | 0 |
| **PAKISTAN** | | | | | | | | | | | | | | | |
| **ISLAMABAD** | BRITISH AIRWAYS PLC | S | 18 | 0 | 0 | 28 | 33 | 28 | 11 | 0 | 0 | 31 | 31 | 37 | 16 |
| | PAKISTAN INTL AIRLINES | S | 16 | 0 | 0 | 31 | 0 | 6 | 38 | 25 | 0 | 110 | 18 | 71 | 17 |
| **TOTAL ISLAMABAD** | | | **34** | **0** | **0** | **29** | **18** | **18** | **24** | **12** | **0** | **68** | **24** | **55** | 33 |
| **TOTAL PAKISTAN** | | | **34** | **0** | **0** | **29** | **18** | **18** | **24** | **12** | **0** | **68** | **24** | **55** | 33 |
| **PORTUGAL(EXCLUDING MADEIRA)** | | | | | | | | | | | | | | | |
| **FARO** | AIR 2000 | C | 16 | 0 | 1 | 44 | 0 | 38 | 19 | 0 | 0 | 28 | 61 | 26 | 18 |
| | AIR OPERATIONS EUROPE | C | 4 | 0 | 1 | 25 | 0 | 50 | 25 | 0 | 0 | 48 | 60 | 51 | 5 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 10 | 55 | 19 | 11 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 38 | 25 | 0 | 38 | 0 | 0 | 46 | 69 | 11 | 16 |
| | EXCEL AIRWAYS LTD | C | 20 | 0 | 1 | 40 | 10 | 30 | 10 | 0 | 10 | 82 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 14 | 0 | 0 | 43 | 21 | 0 | 21 | 0 | 14 | 88 | 69 | 4 | 29 |
| | MONARCH AIRLINES | C | 34 | 0 | 0 | 21 | 56 | 18 | 0 | 6 | 0 | 32 | 79 | 10 | 38 |
| | MY TRAVEL AIRWAYS UK | C | 46 | 0 | 0 | 59 | 15 | 9 | 15 | 2 | 0 | 27 | 0 | 266 | 2 |
| **TOTAL FARO** | | | **152** | **0** | **3** | **43** | **24** | **16** | **13** | **2** | **3** | **42** | **69** | **20** | 169 |
| **TOTAL PORTUGAL(EXCLUDING MADEIRA)** | | | **152** | **0** | **3** | **43** | **24** | **16** | **13** | **2** | **3** | **42** | **69** | **20** | 169 |
| **PORTUGAL(MADEIRA)** | | | | | | | | | | | | | | | |
| **FUNCHAL** | AIR 2000 | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | -2 | 88 | 0 | 8 |
| | AIR ATLANTA ICELANDIC | C | 6 | 0 | 0 | 33 | 33 | 17 | 0 | 17 | 0 | 64 | 0 | 0 | 0 |
| | EXCALIBUR AIRWAYS | C | 12 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 1 | 63 | 38 | 16 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 88 | 27 | 8 |
| **TOTAL FUNCHAL** | | | **38** | **0** | **0** | **68** | **21** | **8** | **0** | **3** | **0** | **14** | **75** | **25** | 32 |
| **TOTAL PORTUGAL(MADEIRA)** | | | **38** | **0** | **0** | **68** | **21** | **8** | **0** | **3** | **0** | **14** | **75** | **25** | 32 |
| **PUERTO RICO** | | | | | | | | | | | | | | | |
| **SAN JUAN (PUERTO RICO)** | BRITANNIA AIRWAYS | C | 6 | 0 | 0 | 17 | 17 | 17 | 33 | 17 | 0 | 98 | 50 | 23 | 4 |
| **TOTAL SAN JUAN (PUERTO RICO)** | | | **6** | **0** | **0** | **17** | **17** | **17** | **33** | **17** | **0** | **98** | **50** | **23** | 4 |
| **TOTAL PUERTO RICO** | | | **6** | **0** | **0** | **17** | **17** | **17** | **33** | **17** | **0** | **98** | **50** | **23** | 4 |
| **SAUDI ARABIA** | | | | | | | | | | | | | | | |
| **JEDDAH** | SAUDI ARABIAN AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 101 | 0 | 73 | 1 |
| **TOTAL JEDDAH** | | | **2** | **0** | **0** | **0** | **0** | **50** | **50** | **0** | **0** | **101** | **0** | **73** | 1 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **TOTAL SAUDI ARABIA** | | | **2** | **0** | **0** | **0** | **0** | **50** | **50** | **0** | **0** | **101** | **0** | **46** | 2 |
| **SEYCHELLES** | | | | | | | | | | | | | | | |
| **SEYCHELLES** | AIR SEYCHELLES | S | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 32 | 0 | 0 | 0 |
| **TOTAL SEYCHELLES** | | | **8** | **0** | **0** | **63** | **0** | **13** | **25** | **0** | **0** | **32** | **0** | **0** | 0 |
| **TOTAL SEYCHELLES** | | | **8** | **0** | **0** | **63** | **0** | **13** | **25** | **0** | **0** | **32** | **0** | **0** | 0 |
| **SINGAPORE** | | | | | | | | | | | | | | | |
| **SINGAPORE** | SINGAPORE AIRLINES | S | 26 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 6 | 52 | 40 | 25 |
| **TOTAL SINGAPORE** | | | **26** | **0** | **0** | **77** | **15** | **8** | **0** | **0** | **0** | **6** | **52** | **40** | 25 |
| **TOTAL SINGAPORE** | | | **26** | **0** | **0** | **77** | **15** | **8** | **0** | **0** | **0** | **6** | **52** | **40** | 25 |
| **SPAIN** | | | | | | | | | | | | | | | |
| **ALICANTE** | AIR 2000 | C | 33 | 0 | 2 | 58 | 3 | 21 | 15 | 3 | 0 | 33 | 39 | 22 | 28 |
| | AIR OPERATIONS EUROPE | C | 10 | 0 | 0 | 10 | 20 | 0 | 30 | 40 | 0 | 137 | 50 | 275 | 4 |
| | BRITANNIA AIRWAYS | C | 58 | 0 | 0 | 79 | 10 | 9 | 2 | 0 | 0 | 10 | 67 | 15 | 58 |
| | EXCEL AIRWAYS LTD | C | 16 | 0 | 0 | 31 | 25 | 6 | 25 | 13 | 0 | 62 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 162 | 0 | 120 | 5 |
| | MONARCH AIRLINES | C | 36 | 0 | 0 | 39 | 17 | 31 | 14 | 0 | 0 | 29 | 29 | 57 | 31 |
| | MY TRAVEL AIRWAYS UK | C | 36 | 0 | 0 | 25 | 17 | 19 | 31 | 8 | 0 | 61 | 75 | 10 | 8 |
| | VIVA | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 142 | 100 | 1 | 2 |
| **TOTAL ALICANTE** | | | **199** | **0** | **2** | **47** | **13** | **18** | **17** | **5** | **1** | **44** | **49** | **37** | 209 |
| **ALMERIA** | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 67 | 33 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 23 | 0 | 0 | 0 |
| **TOTAL ALMERIA** | | | **15** | **0** | **0** | **67** | **20** | **7** | **7** | **0** | **0** | **14** | **65** | **23** | 17 |
| **BARCELONA** | BRITANNIA AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL BARCELONA** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **0** | 0 |
| **GERONA** | MY TRAVEL AIRWAYS UK | C | 15 | 0 | 0 | 67 | 0 | 7 | 13 | 7 | 7 | 63 | 0 | 0 | 0 |
| **TOTAL GERONA** | | | **17** | **0** | **0** | **71** | **0** | **6** | **12** | **6** | **6** | **55** | **77** | **4** | 26 |
| **IBIZA** | AIR 2000 | C | 14 | 0 | 1 | 71 | 14 | 7 | 7 | 0 | 0 | 7 | 68 | -5 | 22 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 7 | 54 | 21 | 13 |
| | MY TRAVEL AIRWAYS UK | C | 21 | 1 | 5 | 57 | 0 | 5 | 33 | 5 | 0 | 39 | 88 | 2 | 8 |
| **TOTAL IBIZA** | | | **46** | **1** | **6** | **67** | **7** | **7** | **17** | **2** | **0** | **22** | **62** | **12** | 66 |
| **MADRID** | BRITISH AIRWAYS PLC | S | 98 | 0 | 0 | 81 | 7 | 5 | 7 | 0 | 0 | 10 | 92 | 1 | 50 |
| | IBERIA | S | 60 | 0 | 0 | 82 | 10 | 3 | 5 | 0 | 0 | 6 | 90 | -3 | 60 |
| **TOTAL MADRID** | | | **158** | **1** | **0** | **81** | **8** | **4** | **6** | **0** | **0** | **9** | **90** | **-1** | 115 |
| **MAHON** | AIR 2000 | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -19 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 21 | 2 | 1 | 38 | 24 | 19 | 14 | 5 | 0 | 43 | 0 | 0 | 0 |
| **TOTAL MAHON** | | | **24** | **2** | **1** | **42** | **21** | **21** | **13** | **4** | **0** | **38** | **69** | **21** | 39 |
| **MALAGA** | AIR 2000 | C | 33 | 1 | 0 | 61 | 3 | 30 | 6 | 0 | 0 | 22 | 61 | 21 | 33 |
| | AIR OPERATIONS EUROPE | C | 10 | 0 | 0 | 0 | 20 | 0 | 40 | 30 | 10 | 167 | 14 | 144 | 7 |
| | BRITANNIA AIRWAYS | C | 32 | 0 | 0 | 78 | 16 | 6 | 0 | 0 | 0 | 4 | 64 | 18 | 44 |
| | CALEDONIAN AIRWAYS | C | 18 | 1 | 0 | 39 | 28 | 0 | 11 | 22 | 0 | 74 | 17 | 84 | 12 |
| | EXCEL AIRWAYS LTD | C | 33 | 0 | 0 | 42 | 18 | 3 | 18 | 6 | 12 | 101 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MALAGA** | LEISURE INTERNATIONAL | C | 12 | 0 | 4 | 8 | 8 | 33 | 33 | 0 | 17 | 118 | 55 | 28 | 29 |
| | MONARCH AIRLINES | C | 27 | 0 | 0 | 41 | 22 | 37 | 0 | 0 | 0 | 21 | 38 | 53 | 42 |
| | MY TRAVEL AIRWAYS UK | C | 32 | 3 | 0 | 34 | 16 | 22 | 25 | 3 | 0 | 43 | 0 | 138 | 3 |
| | VIVA | C | 10 | 0 | 4 | 80 | 0 | 10 | 0 | 0 | 10 | 50 | 0 | 49 | 1 |
| **TOTAL MALAGA** | | | **207** | **5** | **8** | **47** | **15** | **17** | **13** | **5** | **4** | **53** | **49** | **41** | 245 |
| **MURCIA SAN JAVIER** | BRITISH AIRWAYS PLC | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| **TOTAL MURCIA SAN JAVIER** | | | **8** | **0** | **0** | **75** | **25** | **0** | **0** | **0** | **0** | **-1** | **63** | **35** | 8 |
| **PALMA DE MALLORCA** | AIR 2000 | C | 27 | 0 | 0 | 56 | 11 | 19 | 7 | 7 | 0 | 36 | 55 | 19 | 20 |
| | AIR EUROPA | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | AIRWORLD AVIATION LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 57 | 1 | 0 | 75 | 11 | 11 | 4 | 0 | 0 | 9 | 60 | 41 | 47 |
| | CENTENNIAL AIRLINES | S | 18 | 0 | 0 | 44 | 28 | 17 | 11 | 0 | 0 | 25 | 0 | 0 | 0 |
| | EXCEL AIRWAYS LTD | C | 4 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 340 | 0 | 0 | 0 |
| | FUTURA AIRLINES | C | 7 | 0 | 0 | 43 | 29 | 0 | 29 | 0 | 0 | 33 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 0 | 25 | 0 | 50 | 0 | 25 | 182 | 0 | 107 | 10 |
| | MONARCH AIRLINES | C | 5 | 0 | 1 | 60 | 0 | 0 | 40 | 0 | 0 | 34 | 29 | 58 | 28 |
| | MY TRAVEL AIRWAYS UK | C | 91 | 2 | 7 | 48 | 9 | 11 | 21 | 9 | 2 | 57 | 71 | 13 | 7 |
| | SPANAIR | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | VIVA | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 143 | 0 | 0 | 0 |
| **TOTAL PALMA DE MALLORCA** | | | **229** | **3** | **8** | **53** | **12** | **12** | **16** | **4** | **3** | **47** | **58** | **32** | 211 |
| **REUS** | BRITANNIA AIRWAYS | C | 18 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 57 | 21 | 7 |
| **TOTAL REUS** | | | **20** | **0** | **2** | **100** | **0** | **0** | **0** | **0** | **0** | **-5** | **81** | **6** | 16 |
| **TOTAL SPAIN** | | | **925** | **12** | **27** | **58** | **12** | **12** | **13** | **4** | **2** | **38** | **59** | **28** | 952 |
| **SPAIN(CANARY ISLANDS)** | | | | | | | | | | | | | | | |
| **ARRECIFE** | AIR 2000 | C | 21 | 1 | 0 | 86 | 10 | 5 | 0 | 0 | 0 | -1 | 85 | 72 | 20 |
| | BRITANNIA AIRWAYS | C | 24 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 1 | 83 | 3 | 18 |
| | CALEDONIAN AIRWAYS | C | 13 | 0 | 1 | 46 | 31 | 15 | 8 | 0 | 0 | 16 | 63 | 198 | 8 |
| | EXCEL AIRWAYS LTD | C | 7 | 0 | 3 | 14 | 57 | 14 | 14 | 0 | 0 | 40 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 16 | 0 | 0 | 25 | 25 | 19 | 19 | 13 | 0 | 65 | 100 | 2 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 63 | 159 | 8 |
| | OASIS INTERNATIONAL | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 71 | 0 | 14 |
| **TOTAL ARRECIFE** | | | **105** | **1** | **4** | **69** | **18** | **7** | **5** | **2** | **0** | **15** | **79** | **47** | 101 |
| **FUERTEVENTURA** | AIR 2000 | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 1 | 88 | 1 | 8 |
| | BRITANNIA AB | C | 8 | 0 | 0 | 25 | 13 | 38 | 25 | 0 | 0 | 57 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 13 | 100 | -1 | 8 |
| | FUTURA AIRLINES | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 63 | 14 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 50 | 0 | 13 | 25 | 13 | 0 | 67 | 0 | 149 | 10 |
| **TOTAL FUERTEVENTURA** | | | **57** | **0** | **0** | **67** | **5** | **11** | **14** | **4** | **0** | **30** | **60** | **33** | 57 |
| **LAS PALMAS** | AIR 2000 | C | 18 | 0 | 10 | 50 | 6 | 11 | 33 | 0 | 0 | 46 | 75 | 6 | 16 |
| | BRITANNIA AIRWAYS | C | 25 | 0 | 0 | 76 | 24 | 0 | 0 | 0 | 0 | 6 | 50 | 13 | 16 |
| | CALEDONIAN AIRWAYS | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 43 | 47 | 14 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 15 | 50 | 25 | 10 | 0 | 0 | 34 | 38 | 66 | 16 |
| | MY TRAVEL AIRWAYS UK | C | 26 | 0 | 0 | 42 | 23 | 12 | 23 | 0 | 0 | 39 | 22 | 65 | 18 |
| **TOTAL LAS PALMAS** | | | **97** | **0** | **10** | **49** | **24** | **10** | **16** | **0** | **0** | **29** | **50** | **42** | 119 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 38 | 0 | 3 | 55 | 13 | 26 | 5 | 0 | 0 | 19 | 82 | 13 | 49 |
| | AIR EUROPA | C | 23 | 0 | 3 | 61 | 9 | 26 | 4 | 0 | 0 | 9 | 25 | 44 | 8 |
| | AIR OPERATIONS EUROPE | C | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 2 | 0 | 117 | 4 |
| | BRITANNIA AIRWAYS | C | 45 | 1 | 0 | 71 | 13 | 9 | 7 | 0 | 0 | 11 | 54 | 20 | 54 |
| | CALEDONIAN AIRWAYS | C | 37 | 1 | 0 | 49 | 38 | 8 | 5 | 0 | 0 | 17 | 55 | 27 | 22 |
| | EXCEL AIRWAYS LTD | C | 15 | 1 | 0 | 13 | 27 | 27 | 27 | 7 | 0 | 62 | 0 | 0 | 0 |
| | FUTURA AIRLINES | C | 24 | 0 | 0 | 54 | 8 | 8 | 21 | 8 | 0 | 42 | 27 | 23 | 15 |
| | MONARCH AIRLINES | C | 24 | 0 | 1 | 33 | 17 | 33 | 13 | 0 | 4 | 53 | 58 | 20 | 31 |
| | MY TRAVEL AIRWAYS UK | C | 52 | 0 | 0 | 46 | 21 | 21 | 8 | 4 | 0 | 30 | 31 | 115 | 35 |
| | OASIS INTERNATIONAL | C | 8 | 0 | 0 | 0 | 0 | 13 | 63 | 0 | 25 | 219 | 32 | 57 | 38 |
| | VIVA | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 49 | 0 | 0 | 0 |
| **TOTAL TENERIFE (SURREINA SOFIA)** | | | **277** | **3** | **7** | **50** | **18** | **19** | **10** | **2** | **1** | **32** | **53** | **36** | 311 |
| **TOTAL SPAIN(CANARY ISLANDS)** | | | **536** | **4** | **21** | **55** | **18** | **14** | **11** | **2** | **1** | **28** | **58** | **39** | 588 |
| **SRI LANKA** | | | | | | | | | | | | | | | |
| **COLOMBO** | MONARCH AIRLINES | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL COLOMBO** | | | **8** | **0** | **0** | **75** | **0** | **25** | **0** | **0** | **0** | **10** | **0** | **0** | 0 |
| **TOTAL SRI LANKA** | | | **8** | **0** | **0** | **75** | **0** | **25** | **0** | **0** | **0** | **10** | **0** | **0** | 0 |
| **SWEDEN** | | | | | | | | | | | | | | | |
| **STOCKHOLM (ARLANDA)** | SAS | S | 38 | 0 | 8 | 89 | 0 | 5 | 5 | 0 | 0 | 2 | 88 | 1 | 50 |
| **TOTAL STOCKHOLM (ARLANDA)** | | | **38** | **0** | **8** | **89** | **0** | **5** | **5** | **0** | **0** | **2** | **88** | **1** | 50 |
| **TOTAL SWEDEN** | | | **38** | **0** | **8** | **89** | **0** | **5** | **5** | **0** | **0** | **2** | **88** | **1** | 52 |
| **SWITZERLAND** | | | | | | | | | | | | | | | |
| **BASLE MULHOUSE** | SWISS AIRLINES | S | 104 | 0 | 0 | 68 | 24 | 6 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL BASLE MULHOUSE** | | | **104** | **0** | **0** | **68** | **24** | **6** | **2** | **0** | **0** | **10** | **0** | **0** | 0 |
| **GENEVA** | AIR 2000 | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 56 | 36 | 9 |
| | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 87 | 8 | 3 | 0 | 2 | 0 | 8 | 82 | 7 | 60 |
| | BRITISH AIRWAYS PLC | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 17 | 57 | 15 | 7 |
| | CALEDONIAN AIRWAYS | C | 5 | 0 | 1 | 60 | 0 | 20 | 20 | 0 | 0 | 25 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 35 | 0 | 0 | 0 |
| **TOTAL GENEVA** | | | **74** | **0** | **3** | **82** | **8** | **4** | **4** | **1** | **0** | **12** | **76** | **10** | 92 |
| **ZURICH** | AER LINGUS | S | 47 | 0 | 0 | 77 | 11 | 2 | 9 | 2 | 0 | 19 | 93 | 3 | 45 |
| | SWISSAIR | S | 60 | 0 | 0 | 78 | 17 | 3 | 2 | 0 | 0 | 10 | 78 | 6 | 60 |
| **TOTAL ZURICH** | | | **107** | **0** | **0** | **78** | **14** | **3** | **5** | **1** | **0** | **14** | **85** | **5** | 105 |
| **TOTAL SWITZERLAND** | | | **285** | **0** | **3** | **75** | **16** | **4** | **4** | **1** | **0** | **12** | **81** | **7** | 197 |
| **THAILAND** | | | | | | | | | | | | | | | |
| **PHUKET** | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| **TOTAL PHUKET** | | | **8** | **0** | **0** | **75** | **13** | **13** | **0** | **0** | **0** | **9** | **0** | **0** | 0 |
| **TOTAL THAILAND** | | | **8** | **0** | **0** | **75** | **13** | **13** | **0** | **0** | **0** | **9** | **0** | **0** | 0 |
| **TUNISIA** | | | | | | | | | | | | | | | |
| **MONASTIR** | AIR 2000 | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 12 | 42 | 31 | 12 |
| | BRITANNIA AIRWAYS | C | 15 | 0 | 0 | 73 | 7 | 7 | 13 | 0 | 0 | 15 | 72 | 12 | 18 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MONASTIR** | MY TRAVEL AIRWAYS UK | C | 24 | 0 | 0 | 42 | 25 | 21 | 8 | 0 | 4 | 65 | 0 | 153 | 3 |
| **TOTAL MONASTIR** | | | **47** | **0** | **0** | **60** | **15** | **13** | **11** | **0** | **2** | **40** | **48** | **56** | 67 |
| **TOTAL TUNISIA** | | | **47** | **0** | **0** | **60** | **15** | **13** | **11** | **0** | **2** | **40** | **48** | **56** | 67 |
| **TURKEY** | | | | | | | | | | | | | | | |
| **ANTALYA** | AIR 2000 | C | 7 | 0 | 0 | 57 | 0 | 14 | 29 | 0 | 0 | 42 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 11 | 13 | 142 | 8 |
| | ONUR AIR | C | 10 | 0 | 1 | 40 | 10 | 30 | 20 | 0 | 0 | 36 | 0 | 0 | 0 |
| | SUNWAYS | C | 9 | 0 | 1 | 89 | 11 | 0 | 0 | 0 | 0 | -5 | 20 | 26 | 5 |
| **TOTAL ANTALYA** | | | **31** | **0** | **2** | **65** | **6** | **13** | **16** | **0** | **0** | **21** | **15** | **97** | 13 |
| **DALAMAN** | MONARCH AIRLINES | C | 6 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 33 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 1 | 44 | 0 | 22 | 22 | 0 | 11 | 153 | 0 | 0 | 0 |
| | ONUR AIR | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | PEGASUS AIRLINES | C | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | SUNWAYS | C | 10 | 0 | 2 | 70 | 20 | 10 | 0 | 0 | 0 | 4 | 80 | 18 | 5 |
| **TOTAL DALAMAN** | | | **37** | **0** | **4** | **65** | **14** | **8** | **11** | **0** | **3** | **45** | **78** | **19** | 23 |
| **ISTANBUL** | ISTANBUL HAVA YOLLARI | C | 10 | 0 | 0 | 40 | 30 | 10 | 20 | 0 | 0 | 28 | 63 | 15 | 8 |
| **TOTAL ISTANBUL** | | | **10** | **0** | **0** | **40** | **30** | **10** | **20** | **0** | **0** | **28** | **70** | **13** | 10 |
| **IZMIR (ADNAM MENDERES)** | MONARCH AIRLINES | C | 5 | 0 | 1 | 40 | 20 | 20 | 20 | 0 | 0 | 36 | 100 | 6 | 8 |
| | ONUR AIR | C | 7 | 0 | 1 | 43 | 57 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | SUNWAYS | C | 9 | 0 | 1 | 44 | 22 | 11 | 22 | 0 | 0 | 18 | 86 | 4 | 7 |
| **TOTAL IZMIR (ADNAM MENDERES)** | | | **23** | **0** | **3** | **39** | **35** | **9** | **17** | **0** | **0** | **25** | **77** | **34** | 22 |
| **TOTAL TURKEY** | | | **101** | **0** | **9** | **56** | **18** | **10** | **15** | **0** | **1** | **32** | **65** | **38** | 68 |
| **UNITED ARAB EMIRATES** | | | | | | | | | | | | | | | |
| **DUBAI** | EMIRATES | S | 42 | 0 | 0 | 45 | 33 | 21 | 0 | 0 | 0 | 17 | 61 | 19 | 44 |
| **TOTAL DUBAI** | | | **42** | **0** | **0** | **45** | **33** | **21** | **0** | **0** | **0** | **17** | **61** | **19** | 44 |
| **TOTAL UNITED ARAB EMIRATES** | | | **42** | **0** | **0** | **45** | **33** | **21** | **0** | **0** | **0** | **17** | **56** | **18** | 62 |
| **UNITED KINGDOM** | | | | | | | | | | | | | | | |
| **ABERDEEN** | BMI REGIONAL | S | 115 | 0 | 6 | 93 | 6 | 1 | 0 | 0 | 0 | 0 | 91 | 3 | 78 |
| | BRITISH AIRWAYS PLC | S | 144 | 1 | 3 | 92 | 3 | 2 | 3 | 0 | 0 | 2 | 88 | 4 | 117 |
| **TOTAL ABERDEEN** | | | **259** | **1** | **9** | **92** | **5** | **2** | **2** | **0** | **0** | **1** | **89** | **3** | 215 |
| **BELFAST CITY** | BRITISH REGIONAL AIRLINES LTD | S | 219 | 0 | 1 | 93 | 3 | 2 | 2 | 0 | 0 | 1 | 89 | 1 | 266 |
| **TOTAL BELFAST CITY** | | | **219** | **0** | **1** | **93** | **3** | **2** | **2** | **0** | **0** | **1** | **89** | **1** | 266 |
| **BELFAST INTERNATIONAL** | BMI REGIONAL | S | 165 | 0 | 7 | 97 | 2 | 1 | 1 | 0 | 0 | -1 | 92 | 2 | 170 |
| | BRITISH REGIONAL AIRLINES LTD | S | 215 | 2 | 1 | 94 | 1 | 2 | 2 | 0 | 0 | -1 | 0 | 0 | 0 |
| **TOTAL BELFAST INTERNATIONAL** | | | **380** | **2** | **8** | **96** | **1** | **2** | **2** | **0** | **0** | **-1** | **91** | **1** | 418 |
| **CAMBRIDGE** | SCOT AIRWAYS | S | 78 | 1 | 2 | 86 | 10 | 3 | 1 | 0 | 0 | 4 | 89 | 3 | 72 |
| **TOTAL CAMBRIDGE** | | | **78** | **1** | **2** | **86** | **10** | **3** | **1** | **0** | **0** | **4** | **89** | **3** | 72 |
| **CARDIFF WALES** | BRITISH REGIONAL AIRLINES LTD | S | 72 | 0 | 0 | 68 | 24 | 6 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL CARDIFF WALES** | | | **72** | **0** | **0** | **68** | **24** | **6** | **3** | **0** | **0** | **10** | **0** | **0** | 0 |
| **CITY OF DERRY (EGLINTON)** | BRITISH REGIONAL AIRLINES LTD | S | 60 | 1 | 0 | 95 | 3 | 2 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL CITY OF DERRY (EGLINTON)** | | | **60** | **1** | **0** | **95** | **3** | **2** | **0** | **0** | **0** | **-4** | **94** | **-2** | 64 |
| **DUNDEE** | BMI REGIONAL | S | 90 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 7 | 80 | 10 | 88 |
| **TOTAL DUNDEE** | | | **90** | **0** | **0** | **81** | **16** | **3** | **0** | **0** | **0** | **7** | **80** | **10** | 88 |
| **EDINBURGH** | BRITISH AIRWAYS PLC | S | 211 | 0 | 1 | 90 | 7 | 2 | 0 | 0 | 0 | 1 | 83 | 6 | 189 |
| **TOTAL EDINBURGH** | | | **211** | **0** | **1** | **90** | **7** | **2** | **0** | **0** | **0** | **1** | **84** | **4** | 207 |
| **GATWICK** | AIR 2000 | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | BRITANNIA AB | C | 8 | 0 | 0 | 13 | 25 | 38 | 25 | 0 | 0 | 47 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 11 | 1 | 0 | 55 | 9 | 9 | 18 | 9 | 0 | 44 | 50 | 12 | 8 |
| | BRITISH AIRWAYS (EURO OPS) LG | S | 318 | 0 | 0 | 87 | 7 | 5 | 1 | 0 | 0 | 5 | 91 | 1 | 306 |
| | BRITISH AIRWAYS PLC | S | 18 | 1 | 0 | 61 | 22 | 11 | 6 | 0 | 0 | 15 | 50 | 23 | 16 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 75 | 2 | 4 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 10 | 43 | 0 | 43 | 14 | 0 | 0 | 31 | 100 | -8 | 6 |
| **TOTAL GATWICK** | | | **369** | **3** | **10** | **81** | **9** | **7** | **3** | **0** | **0** | **8** | **87** | **2** | 345 |
| **GLASGOW** | BMI REGIONAL | S | 115 | 0 | 4 | 92 | 6 | 1 | 1 | 0 | 0 | 3 | 86 | 7 | 105 |
| | BRITISH AIRWAYS PLC | S | 230 | 0 | 0 | 92 | 4 | 1 | 3 | 0 | 0 | 1 | 89 | 3 | 247 |
| **TOTAL GLASGOW** | | | **345** | **0** | **4** | **92** | **5** | **1** | **2** | **0** | **0** | **2** | **88** | **4** | 352 |
| **GUERNSEY** | BRITISH REGIONAL AIRLINES LTD | S | 99 | 0 | 0 | 89 | 2 | 0 | 8 | 1 | 0 | 8 | 82 | 11 | 62 |
| **TOTAL GUERNSEY** | | | **99** | **0** | **0** | **89** | **2** | **0** | **8** | **1** | **0** | **8** | **83** | **11** | 63 |
| **HEATHROW** | BRITISH AIRWAYS PLC | S | 575 | 18 | 0 | 89 | 7 | 3 | 1 | 0 | 0 | 5 | 86 | 6 | 558 |
| **TOTAL HEATHROW** | | | **576** | **18** | **1** | **89** | **7** | **3** | **1** | **0** | **0** | **5** | **86** | **6** | 559 |
| **ISLE OF MAN** | BA CITIEXPRESS (IOM) LTD | S | 172 | 1 | 0 | 87 | 8 | 5 | 0 | 0 | 0 | 3 | 95 | 0 | 170 |
| **TOTAL ISLE OF MAN** | | | **172** | **1** | **0** | **87** | **8** | **5** | **0** | **0** | **0** | **3** | **95** | **0** | 170 |
| **JERSEY** | BRITISH REGIONAL AIRLINES LTD | S | 106 | 1 | 0 | 79 | 13 | 3 | 5 | 0 | 0 | 6 | 74 | 20 | 104 |
| | KLM UK LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 17 | 57 | 6 |
| **TOTAL JERSEY** | | | **114** | **1** | **0** | **81** | **12** | **3** | **4** | **0** | **0** | **5** | **77** | **17** | 177 |
| **NEWCASTLE** | GILL AIRWAYS | S | 126 | 0 | 0 | 83 | 8 | 8 | 0 | 1 | 0 | 7 | 91 | -2 | 116 |
| **TOTAL NEWCASTLE** | | | **127** | **0** | **0** | **83** | **8** | **8** | **0** | **1** | **0** | **6** | **90** | **-1** | 117 |
| **NORWICH** | SCOT AIRWAYS | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| **TOTAL NORWICH** | | | **8** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-3** | **0** | **0** | 0 |
| **SOUTHAMPTON** | BRITISH REGIONAL AIRLINES LTD | S | 123 | 0 | 1 | 98 | 1 | 1 | 0 | 0 | 0 | -3 | 93 | 5 | 72 |
| **TOTAL SOUTHAMPTON** | | | **123** | **1** | **1** | **98** | **1** | **1** | **0** | **0** | **0** | **-3** | **93** | **5** | 72 |
| **STANSTED** | BRITISH REGIONAL AIRLINES LTD | S | 122 | 0 | 2 | 93 | 2 | 3 | 1 | 1 | 0 | -2 | 93 | -3 | 115 |
| **TOTAL STANSTED** | | | **122** | **0** | **2** | **93** | **2** | **3** | **1** | **1** | **0** | **-2** | **93** | **-3** | 115 |
| **SUMBURGH** | BMI REGIONAL | S | 45 | 0 | 1 | 91 | 7 | 2 | 0 | 0 | 0 | 0 | 78 | 5 | 49 |
| | BRITISH AIRWAYS PLC | S | 44 | 0 | 1 | 93 | 2 | 0 | 5 | 0 | 0 | 3 | 93 | 1 | 42 |
| **TOTAL SUMBURGH** | | | **89** | **0** | **2** | **92** | **4** | **1** | **2** | **0** | **0** | **1** | **85** | **3** | 91 |
| **TOTAL UNITED KINGDOM** | | | **3514** | **30** | **41** | **89** | **6** | **3** | **2** | **0** | **0** | **3** | **88** | **4** | 3393 |
| **USA** | | | | | | | | | | | | | | | |
| **ATLANTA** | DELTA AIRLINES | S | 60 | 0 | 0 | 78 | 12 | 7 | 3 | 0 | 0 | 8 | 73 | 19 | 60 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: MANCHESTER (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **TOTAL ATLANTA** | | | **60** | **0** | **0** | **78** | **12** | **7** | **3** | **0** | **0** | **8** | **73** | **19** | 60 |
| **CHICAGO (O'HARE)** | AMERICAN AIRLINES | S | 60 | 0 | 0 | 73 | 12 | 8 | 7 | 0 | 0 | 11 | 80 | 6 | 60 |
| **TOTAL CHICAGO (O'HARE)** | | | **60** | **0** | **0** | **73** | **12** | **8** | **7** | **0** | **0** | **11** | **80** | **6** | 60 |
| **LAS VEGAS** | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 50 | 10 | 0 | 40 | 0 | 0 | 44 | 0 | 0 | 0 |
| **TOTAL LAS VEGAS** | | | **10** | **0** | **0** | **50** | **10** | **0** | **40** | **0** | **0** | **44** | **0** | **0** | 0 |
| **NEW YORK (JF KENNEDY)** | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 85 | 7 | 7 | 2 | 0 | 0 | 4 | 90 | -2 | 60 |
| **TOTAL NEW YORK (JF KENNEDY)** | | | **60** | **0** | **0** | **85** | **7** | **7** | **2** | **0** | **0** | **4** | **90** | **-1** | 63 |
| **NEW YORK (NEWARK)** | CONTINENTAL AIRLINES | S | 60 | 0 | 0 | 67 | 13 | 15 | 5 | 0 | 0 | 16 | 0 | 0 | 0 |
| **TOTAL NEW YORK (NEWARK)** | | | **60** | **0** | **0** | **67** | **13** | **15** | **5** | **0** | **0** | **16** | **83** | **8** | 6 |
| **ORLANDO** | AMERICAN TRANS AIR | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 53 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 18 | 67 | 22 | 9 |
| | LAKER AIRWAYS INC | C | 15 | 0 | 3 | 13 | 20 | 13 | 27 | 27 | 0 | 91 | 0 | 0 | 0 |
| | LEISURE INTL AIRWAYS LTD | C | 29 | 0 | 0 | 45 | 21 | 17 | 7 | 10 | 0 | 44 | 47 | 71 | 38 |
| | MONARCH AIRLINES | C | 26 | 0 | 1 | 77 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 27 | 0 | 8 | 67 | 4 | 30 | 0 | 0 | 0 | 8 | 46 | 32 | 26 |
| **TOTAL ORLANDO** | | | **110** | **0** | **12** | **55** | **15** | **16** | **7** | **6** | **0** | **29** | **51** | **49** | 75 |
| **SANFORD** | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 69 | 19 | 13 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL SANFORD** | | | **16** | **0** | **0** | **69** | **19** | **13** | **0** | **0** | **0** | **15** | **0** | **0** | 0 |
| **TOTAL USA** | | | **376** | **0** | **12** | **69** | **12** | **11** | **6** | **2** | **0** | **17** | **73** | **19** | 264 |
| **UZBEKISTAN** | | | | | | | | | | | | | | | |
| **TASHKENT** | UZBEKISTAN AIRLINES | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 1 | 63 | 9 | 8 |
| **TOTAL TASHKENT** | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **1** | **63** | **9** | 8 |
| **TOTAL UZBEKISTAN** | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **1** | **63** | **9** | 8 |
| **VENEZUELA** | | | | | | | | | | | | | | | |
| **PORLAMAR** | LEISURE INTL AIRWAYS LTD | C | 6 | 0 | 1 | 33 | 17 | 33 | 17 | 0 | 0 | 24 | 0 | 0 | 0 |
| **TOTAL PORLAMAR** | | | **6** | **0** | **1** | **33** | **17** | **33** | **17** | **0** | **0** | **24** | **0** | **0** | 0 |
| **TOTAL VENEZUELA** | | | **6** | **0** | **1** | **33** | **17** | **33** | **17** | **0** | **0** | **24** | **0** | **0** | 0 |
| **TOTAL MANCHESTER** | | | **10821** | **58** | **240** | **78** | **10** | **7** | **5** | **1** | **0** | **12** | **77** | **13** | 10672 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BELGIUM** | | | | | | | | | | | | | | | |
| **BRUSSELS** | SABENA | S | 208 | 5 | 0 | 91 | 4 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL BRUSSELS** | | | **208** | **5** | **0** | **91** | **4** | **1** | **3** | **0** | **0** | **1** | **0** | **0** | 0 |
| **TOTAL BELGIUM** | | | **208** | **5** | **0** | **91** | **4** | **1** | **3** | **0** | **0** | **1** | **0** | **0** | 0 |
| **CYPRUS** | | | | | | | | | | | | | | | |
| **LARNACA** | MY TRAVEL AIRWAYS UK | C | 16 | 0 | 0 | 38 | 6 | 13 | 44 | 0 | 0 | 47 | 0 | 0 | 0 |
| **TOTAL LARNACA** | | | **16** | **0** | **0** | **38** | **6** | **13** | **44** | **0** | **0** | **47** | **0** | **0** | 0 |
| **PAPHOS** | AIR 2000 | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| **TOTAL PAPHOS** | | | **16** | **0** | **0** | **88** | **6** | **6** | **0** | **0** | **0** | **-2** | **0** | **0** | 0 |
| **TOTAL CYPRUS** | | | **32** | **0** | **0** | **63** | **6** | **9** | **22** | **0** | **0** | **22** | **0** | **0** | 0 |
| **CZECH REPUBLIC** | | | | | | | | | | | | | | | |
| **PRAGUE** | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL PRAGUE** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | 0 |
| **TOTAL CZECH REPUBLIC** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | 0 |
| **DENMARK** | | | | | | | | | | | | | | | |
| **COPENHAGEN** | SAS | S | 104 | 1 | 0 | 98 | 1 | 1 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| **TOTAL COPENHAGEN** | | | **104** | **1** | **0** | **98** | **1** | **1** | **0** | **0** | **0** | **-4** | **0** | **0** | 0 |
| **TOTAL DENMARK** | | | **104** | **2** | **0** | **98** | **1** | **1** | **0** | **0** | **0** | **-4** | **0** | **0** | 0 |
| **FRANCE** | | | | | | | | | | | | | | | |
| **PARIS (CHARLES DE GAULLE)** | BRITISH AIRWAYS CITIEXPRESS L | S | 102 | 4 | 2 | 82 | 6 | 10 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL PARIS (CHARLES DE GAULLE)** | | | **102** | **4** | **2** | **82** | **6** | **10** | **2** | **0** | **0** | **6** | **0** | **0** | 0 |
| **TOTAL FRANCE** | | | **103** | **4** | **2** | **82** | **7** | **10** | **2** | **0** | **0** | **6** | **0** | **0** | 0 |
| **GERMANY** | | | | | | | | | | | | | | | |
| **DUSSELDORF** | EUROWINGS LUFTVERKEHRS | S | 44 | 2 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| **TOTAL DUSSELDORF** | | | **44** | **2** | **0** | **98** | **0** | **2** | **0** | **0** | **0** | **-1** | **0** | **0** | 0 |
| **FRANKFURT MAIN** | BRITISH AIRWAYS CITIEXPRESS L | S | 22 | 0 | 0 | 91 | 5 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL FRANKFURT MAIN** | | | **22** | **0** | **0** | **91** | **5** | **0** | **5** | **0** | **0** | **3** | **0** | **0** | 0 |
| **TOTAL GERMANY** | | | **66** | **2** | **0** | **95** | **2** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | 0 |
| **INDIA** | | | | | | | | | | | | | | | |
| **GOA** | CALEDONIAN AIRWAYS | C | 5 | 1 | 2 | 80 | 0 | 20 | 0 | 0 | 0 | -41 | 0 | 0 | 0 |
| **TOTAL GOA** | | | **5** | **1** | **2** | **80** | **0** | **20** | **0** | **0** | **0** | **-41** | **0** | **0** | 0 |
| **TOTAL INDIA** | | | **5** | **1** | **2** | **80** | **0** | **20** | **0** | **0** | **0** | **-41** | **0** | **0** | 0 |
| **IRISH REPUBLIC** | | | | | | | | | | | | | | | |
| **DUBLIN** | AER LINGUS | S | 120 | 2 | 0 | 93 | 2 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL DUBLIN** | | | **120** | **2** | **0** | **93** | **2** | **3** | **3** | **0** | **0** | **1** | **0** | **0** | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL IRISH REPUBLIC** | | | **120** | **2** | **0** | **93** | **2** | **3** | **3** | **0** | **0** | **1** | **0** | **0** | 0 |
| **MALTA** | | | | | | | | | | | | | | | |
| **MALTA** | AIR MALTA | C | 8 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 91 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL MALTA** | | | **18** | **0** | **0** | **50** | **17** | **11** | **11** | **11** | **0** | **42** | **0** | **0** | 0 |
| **TOTAL MALTA** | | | **18** | **0** | **0** | **50** | **17** | **11** | **11** | **11** | **0** | **42** | **0** | **0** | 0 |
| **NETHERLANDS** | | | | | | | | | | | | | | | |
| **AMSTERDAM** | KLM UK LTD | S | 169 | 7 | 4 | 88 | 5 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL AMSTERDAM** | | | **169** | **7** | **4** | **88** | **5** | **5** | **2** | **0** | **0** | **1** | **0** | **0** | 0 |
| **TOTAL NETHERLANDS** | | | **169** | **7** | **4** | **88** | **5** | **5** | **2** | **0** | **0** | **1** | **0** | **0** | 0 |
| **NORWAY** | | | | | | | | | | | | | | | |
| **BERGEN** | BRAATHENS ASA | S | 52 | 1 | 0 | 83 | 12 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL BERGEN** | | | **52** | **1** | **0** | **83** | **12** | **6** | **0** | **0** | **0** | **5** | **0** | **0** | 0 |
| **OSLO (FORNEBU)** | BRAATHENS ASA | S | 52 | 1 | 0 | 77 | 17 | 4 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL OSLO (FORNEBU)** | | | **52** | **1** | **0** | **77** | **17** | **4** | **2** | **0** | **0** | **5** | **0** | **0** | 0 |
| **TOTAL NORWAY** | | | **104** | **2** | **0** | **80** | **14** | **5** | **1** | **0** | **0** | **5** | **0** | **0** | 0 |
| **PORTUGAL(EXCLUDING MADEIRA)** | | | | | | | | | | | | | | | |
| **FARO** | AIR 2000 | C | 7 | 2 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 12 | 0 | 0 | 0 |
| **TOTAL FARO** | | | **17** | **2** | **0** | **88** | **0** | **6** | **6** | **0** | **0** | **6** | **0** | **0** | 0 |
| **TOTAL PORTUGAL(EXCLUDING MADEIRA)** | | | **17** | **2** | **0** | **88** | **0** | **6** | **6** | **0** | **0** | **6** | **0** | **0** | 0 |
| **SPAIN** | | | | | | | | | | | | | | | |
| **ALICANTE** | AIR 2000 | C | 4 | 4 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 18 | 0 | 0 | 50 | 22 | 28 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| **TOTAL ALICANTE** | | | **32** | **4** | **0** | **66** | **13** | **22** | **0** | **0** | **0** | **13** | **0** | **0** | 0 |
| **MALAGA** | AIR 2000 | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 75 | 13 | 6 | 6 | 0 | 0 | 12 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 0 | 43 | 0 | 14 | 29 | 14 | 0 | 65 | 0 | 0 | 0 |
| **TOTAL MALAGA** | | | **31** | **0** | **0** | **65** | **10** | **13** | **10** | **3** | **0** | **22** | **0** | **0** | 0 |
| **PALMA DE MALLORCA** | AIR EUROPA | C | 8 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 38 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 13 | 0 | 0 | 77 | 15 | 0 | 8 | 0 | 0 | 12 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 1 | 67 | 11 | 11 | 11 | 0 | 0 | 16 | 0 | 0 | 0 |
| **TOTAL PALMA DE MALLORCA** | | | **30** | **0** | **1** | **60** | **17** | **10** | **13** | **0** | **0** | **20** | **0** | **0** | 0 |
| **TOTAL SPAIN** | | | **93** | **4** | **1** | **63** | **13** | **15** | **8** | **1** | **0** | **18** | **0** | **0** | 0 |
| **SPAIN(CANARY ISLANDS)** | | | | | | | | | | | | | | | |
| **ARRECIFE** | AIR 2000 | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -15 | 0 | 0 | 0 |
| | AIR EUROPA | C | 4 | 4 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 28 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: NEWCASTLE (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| ARRECIFE | MY TRAVEL AIRWAYS UK | C | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 8 | 0 | 0 | 0 |
| **TOTAL ARRECIFE** | | | **30** | **4** | **0** | **90** | **3** | **0** | **7** | **0** | **0** | **2** | **0** | **0** | 0 |
| LAS PALMAS | AIR 2000 | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 2 | 8 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 363 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 17 | 0 | 0 | 0 |
| **TOTAL LAS PALMAS** | | | **22** | **8** | **0** | **77** | **9** | **5** | **5** | **0** | **5** | **40** | **0** | **0** | 0 |
| TENERIFE (SURREINA SOFIA) | AIR 2000 | C | 13 | 4 | 4 | 85 | 8 | 8 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 16 | 0 | 0 | 69 | 19 | 13 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | FUTURA AIRLINES | C | 8 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL TENERIFE (SURREINA SOFIA)** | | | **45** | **4** | **4** | **62** | **18** | **18** | **2** | **0** | **0** | **12** | **0** | **0** | 0 |
| **TOTAL SPAIN(CANARY ISLANDS)** | | | **97** | **24** | **4** | **74** | **11** | **9** | **4** | **0** | **1** | **15** | **0** | **0** | 0 |
| **TUNISIA** | | | | | | | | | | | | | | | |
| MONASTIR | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 50 | 13 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| **TOTAL MONASTIR** | | | **8** | **0** | **0** | **38** | **50** | **13** | **0** | **0** | **0** | **19** | **0** | **0** | 0 |
| **TOTAL TUNISIA** | | | **8** | **0** | **0** | **38** | **50** | **13** | **0** | **0** | **0** | **19** | **0** | **0** | 0 |
| **TURKEY** | | | | | | | | | | | | | | | |
| DALAMAN | SUNWAYS | C | 7 | 0 | 1 | 71 | 14 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL DALAMAN** | | | **8** | **0** | **1** | **75** | **13** | **13** | **0** | **0** | **0** | **13** | **0** | **0** | 0 |
| **TOTAL TURKEY** | | | **10** | **0** | **1** | **80** | **10** | **10** | **0** | **0** | **0** | **12** | **0** | **0** | 0 |
| **UNITED KINGDOM** | | | | | | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS CITIEXPRESS L | S | 91 | 3 | 3 | 87 | 8 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GILL AIRWAYS | S | 83 | 2 | 5 | 92 | 4 | 1 | 1 | 2 | 0 | 5 | 0 | 0 | 0 |
| | KLM UK LTD | S | 8 | 3 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| **TOTAL ABERDEEN** | | | **182** | **8** | **8** | **89** | **6** | **2** | **2** | **1** | **0** | **4** | **0** | **0** | 0 |
| BELFAST CITY | GILL AIRWAYS | S | 215 | 4 | 1 | 84 | 7 | 5 | 4 | 0 | 0 | 8 | 0 | 0 | 0 |
| **TOTAL BELFAST CITY** | | | **215** | **4** | **1** | **84** | **7** | **5** | **4** | **0** | **0** | **8** | **0** | **0** | 0 |
| BIRMINGHAM | DUO AIRWAYS LTD | S | 157 | 4 | 3 | 93 | 3 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL BIRMINGHAM** | | | **158** | **4** | **3** | **92** | **3** | **3** | **2** | **0** | **0** | **1** | **0** | **0** | 0 |
| BRISTOL | BRITISH AIRWAYS CITIEXPRESS L | S | 70 | 1 | 3 | 86 | 7 | 3 | 4 | 0 | 0 | -1 | 0 | 0 | 0 |
| **TOTAL BRISTOL** | | | **70** | **1** | **3** | **86** | **7** | **3** | **4** | **0** | **0** | **-1** | **0** | **0** | 0 |
| GATWICK | CITY FLYER EXPRESS | S | 244 | 5 | 4 | 89 | 6 | 3 | 2 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL GATWICK** | | | **244** | **5** | **4** | **89** | **6** | **3** | **2** | **0** | **0** | **4** | **0** | **0** | 0 |
| GLASGOW | CALEDONIAN AIRWAYS | C | 5 | 0 | 2 | 80 | 20 | 0 | 0 | 0 | 0 | -29 | 0 | 0 | 0 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 29 | 0 | 43 | 29 | 0 | 0 | 41 | 0 | 0 | 0 |
| **TOTAL GLASGOW** | | | **12** | **0** | **3** | **50** | **8** | **25** | **17** | **0** | **0** | **12** | **0** | **0** | 0 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 316 | 7 | 0 | 93 | 5 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL HEATHROW** | | | **316** | **7** | **0** | **93** | **5** | **1** | **1** | **0** | **0** | **4** | **0** | **0** | 0 |
| LEEDS BRADFORD | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 mins | Average Delay (mins) | Number of Flights |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL LEEDS BRADFORD** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **14** | **0** | **0** | 0 |
| **MANCHESTER** | GILL AIRWAYS | S | 126 | 3 | 0 | 84 | 8 | 7 | 0 | 1 | 0 | 8 | 0 | 0 | 0 |
| **TOTAL MANCHESTER** | | | **126** | **3** | **0** | **84** | **8** | **7** | **0** | **1** | **0** | **8** | **0** | **0** | 0 |
| **SOUTHAMPTON** | EUROPEAN AIRWAYS LTD | S | 78 | 2 | 2 | 96 | 1 | 0 | 3 | 0 | 0 | -4 | 0 | 0 | 0 |
| **TOTAL SOUTHAMPTON** | | | **78** | **2** | **2** | **96** | **1** | **0** | **3** | **0** | **0** | **-4** | **0** | **0** | 0 |
| **STANSTED** | KLM UK LTD | S | 130 | 4 | 3 | 95 | 2 | 1 | 2 | 0 | 0 | -2 | 0 | 0 | 0 |
| **TOTAL STANSTED** | | | **130** | **5** | **3** | **95** | **2** | **1** | **2** | **0** | **0** | **-2** | **0** | **0** | 0 |
| **WICK** | GILL AIRWAYS | S | 79 | 3 | 9 | 91 | 4 | 3 | 3 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL WICK** | | | **79** | **3** | **9** | **91** | **4** | **3** | **3** | **0** | **0** | **5** | **0** | **0** | 0 |
| **TOTAL UNITED KINGDOM** | | | **1614** | **43** | **36** | **89** | **5** | **3** | **2** | **0** | **0** | **4** | **0** | **0** | 0 |
| **USA** | | | | | | | | | | | | | | | |
| **ORLANDO** | MY TRAVEL AIRWAYS UK | C | 4 | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 78 | 0 | 0 | 0 |
| **TOTAL ORLANDO** | | | **4** | **4** | **0** | **0** | **25** | **0** | **75** | **0** | **0** | **78** | **0** | **0** | 0 |
| **TOTAL USA** | | | **4** | **4** | **0** | **0** | **25** | **0** | **75** | **0** | **0** | **78** | **0** | **0** | 0 |
| **TOTAL NEWCASTLE** | | | **2775** | **102** | **50** | **87** | **6** | **4** | **3** | **0** | **0** | **4** | **0** | **0** | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

Reporting Airport: STANSTED (Full Analysis)

| | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | | 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 mins | Average Delay (mins) | Number of Flights |
| **AUSTRIA** | | | | | | | | | | | | | | | |
| **GRAZ** | BRITISH WORLD AIRLINES LTD | C | 13 | 0 | 0 | 46 | 8 | 8 | 38 | 0 | 0 | 50 | 92 | 3 | 12 |
| **TOTAL GRAZ** | | | **13** | **0** | **0** | **46** | **8** | **8** | **38** | **0** | **0** | **50** | **92** | **3** | 12 |
| **VIENNA** | LEISURE INTERNATIONAL | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| **TOTAL VIENNA** | | | **2** | **0** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **54** | **0** | **0** | 0 |
| **TOTAL AUSTRIA** | | | **16** | **0** | **0** | **38** | **13** | **6** | **44** | **0** | **0** | **53** | **70** | **13** | 37 |
| **BELGIUM** | | | | | | | | | | | | | | | |
| **BRUSSELS** | KLM UK LTD | S | 190 | 2 | 4 | 84 | 12 | 3 | 1 | 0 | 0 | 5 | 82 | 8 | 172 |
| **TOTAL BRUSSELS** | | | **190** | **2** | **4** | **84** | **12** | **3** | **1** | **0** | **0** | **5** | **82** | **8** | 172 |
| **TOTAL BELGIUM** | | | **190** | **2** | **4** | **84** | **12** | **3** | **1** | **0** | **0** | **5** | **82** | **8** | 172 |
| **CUBA** | | | | | | | | | | | | | | | |
| **HAVANA** | CUBANA | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -6 | 50 | 12 | 8 |
| **TOTAL HAVANA** | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **-6** | **50** | **12** | 8 |
| **TOTAL CUBA** | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **-6** | **50** | **12** | 8 |
| **CZECH REPUBLIC** | | | | | | | | | | | | | | | |
| **PRAGUE** | CSA | S | 34 | 0 | 0 | 88 | 3 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL PRAGUE** | | | **34** | **0** | **0** | **88** | **3** | **9** | **0** | **0** | **0** | **3** | **0** | **0** | 0 |
| **TOTAL CZECH REPUBLIC** | | | **34** | **0** | **0** | **88** | **3** | **9** | **0** | **0** | **0** | **3** | **0** | **0** | 0 |
| **DENMARK** | | | | | | | | | | | | | | | |
| **BILLUND** | MAERSK AIR | C | 16 | 0 | 0 | 63 | 19 | 13 | 6 | 0 | 0 | 13 | 0 | 0 | 0 |
| **TOTAL BILLUND** | | | **16** | **0** | **0** | **63** | **19** | **13** | **6** | **0** | **0** | **13** | **0** | **0** | 0 |
| **COPENHAGEN** | KLM UK LTD | S | 103 | 0 | 0 | 69 | 17 | 11 | 4 | 0 | 0 | 12 | 90 | -3 | 100 |
| | MAERSK AIR | C | 17 | 0 | 4 | 53 | 24 | 24 | 0 | 0 | 0 | 15 | 100 | 3 | 1 |
| | MYTRAVEL AIRWAYS (DENMARK) | C | 16 | 0 | 0 | 13 | 6 | 44 | 38 | 0 | 0 | 53 | 94 | 8 | 17 |
| **TOTAL COPENHAGEN** | | | **136** | **0** | **4** | **60** | **16** | **16** | **7** | **0** | **0** | **17** | **91** | **-2** | 118 |
| **TOTAL DENMARK** | | | **152** | **0** | **4** | **61** | **16** | **16** | **7** | **0** | **0** | **17** | **91** | **-2** | 118 |
| **FINLAND** | | | | | | | | | | | | | | | |
| **HELSINKI** | FINNAIR | S | 31 | 0 | 0 | 81 | 6 | 10 | 3 | 0 | 0 | 9 | 67 | 18 | 21 |
| **TOTAL HELSINKI** | | | **31** | **0** | **0** | **81** | **6** | **10** | **3** | **0** | **0** | **9** | **67** | **18** | 21 |
| **TOTAL FINLAND** | | | **31** | **0** | **0** | **81** | **6** | **10** | **3** | **0** | **0** | **9** | **67** | **18** | 21 |
| **FRANCE** | | | | | | | | | | | | | | | |
| **CHAMBERY** | BRITISH WORLD AIRLINES LTD | C | 5 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 60 | 1 | 5 |
| **TOTAL CHAMBERY** | | | **5** | **0** | **1** | **100** | **0** | **0** | **0** | **0** | **0** | **-6** | **60** | **1** | 5 |
| **CLERMONT FERRAND** | AB AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| **TOTAL CLERMONT FERRAND** | | | **2** | **4** | **0** | **50** | **0** | **50** | **0** | **0** | **0** | **29** | **0** | **0** | 0 |
| **DIJON** | AIR JET | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | PROTEUS AIR SYSTEM SA | S | 39 | 0 | 5 | 79 | 13 | 3 | 5 | 0 | 0 | 12 | 88 | 10 | 32 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL DIJON** | | | **43** | **0** | **5** | **77** | **14** | **5** | **5** | **0** | **0** | **13** | **88** | **10** | 32 |
| **LILLE** | PROTEUS AIR SYSTEM SA | S | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 86 | 8 | 42 |
| **TOTAL LILLE** | | | **4** | **0** | **0** | **50** | **25** | **25** | **0** | **0** | **0** | **14** | **86** | **8** | 42 |
| **MARSEILLE** | FLYBE.BRITISH EUROPEAN | S | 60 | 0 | 0 | 78 | 13 | 2 | 7 | 0 | 0 | 14 | 0 | 0 | 0 |
| **TOTAL MARSEILLE** | | | **60** | **0** | **0** | **78** | **13** | **2** | **7** | **0** | **0** | **14** | **0** | **0** | 0 |
| **NICE** | KLM UK LTD | S | 60 | 0 | 0 | 68 | 20 | 8 | 3 | 0 | 0 | 12 | 60 | 17 | 60 |
| **TOTAL NICE** | | | **60** | **0** | **0** | **68** | **20** | **8** | **3** | **0** | **0** | **12** | **60** | **17** | 60 |
| **PARIS (CHARLES DE GAULLE)** | KLM UK LTD | S | 224 | 0 | 0 | 84 | 8 | 3 | 4 | 1 | 0 | 8 | 0 | 0 | 0 |
| **TOTAL PARIS (CHARLES DE GAULLE)** | | | **224** | **0** | **0** | **84** | **8** | **3** | **4** | **1** | **0** | **8** | **60** | **2** | 5 |
| **TARBES-LOURDES INTERNATIONAL** | BRITISH WORLD AIRLINES LTD | C | 18 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 17 | 33 | 32 | 9 |
| **TOTAL TARBES-LOURDES INTERNATIONAL** | | | **18** | **0** | **0** | **56** | **22** | **11** | **11** | **0** | **0** | **17** | **33** | **32** | 9 |
| **TOTAL FRANCE** | | | **418** | **4** | **6** | **79** | **12** | **4** | **4** | **0** | **0** | **10** | **75** | **10** | 389 |
| **GERMANY** | | | | | | | | | | | | | | | |
| **BERLIN (TEGEL)** | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL BERLIN (TEGEL)** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | 0 |
| **DUSSELDORF** | KLM UK LTD | S | 144 | 2 | 6 | 76 | 13 | 6 | 5 | 0 | 0 | 7 | 83 | 7 | 136 |
| **TOTAL DUSSELDORF** | | | **144** | **2** | **6** | **76** | **13** | **6** | **5** | **0** | **0** | **7** | **83** | **7** | 136 |
| **FRANKFURT MAIN** | KLM UK LTD | S | 156 | 0 | 0 | 86 | 6 | 5 | 3 | 0 | 0 | 4 | 80 | 6 | 100 |
| **TOTAL FRANKFURT MAIN** | | | **156** | **0** | **0** | **86** | **6** | **5** | **3** | **0** | **0** | **4** | **80** | **6** | 100 |
| **HAMBURG** | KLM UK LTD | S | 103 | 0 | 0 | 85 | 9 | 5 | 1 | 0 | 0 | 3 | 86 | 2 | 98 |
| **TOTAL HAMBURG** | | | **104** | **0** | **0** | **85** | **9** | **6** | **1** | **0** | **0** | **3** | **86** | **2** | 98 |
| **LEIPZIG** | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 83 | 0 | 0 | 0 |
| **TOTAL LEIPZIG** | | | **2** | **0** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **83** | **0** | **0** | 0 |
| **MUNICH** | KLM UK LTD | S | 103 | 0 | 0 | 52 | 21 | 24 | 2 | 0 | 0 | 20 | 88 | 1 | 100 |
| **TOTAL MUNICH** | | | **103** | **0** | **0** | **52** | **21** | **24** | **2** | **0** | **0** | **20** | **88** | **1** | 100 |
| **TOTAL GERMANY** | | | **513** | **2** | **6** | **76** | **12** | **9** | **3** | **0** | **0** | **8** | **84** | **5** | 441 |
| **GREECE** | | | | | | | | | | | | | | | |
| **HERAKLION** | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 0 | 14 | 86 | 0 | 0 | 0 | 43 | 0 | 0 | 0 |
| **TOTAL HERAKLION** | | | **7** | **0** | **1** | **0** | **14** | **86** | **0** | **0** | **0** | **43** | **75** | **12** | 8 |
| **TOTAL GREECE** | | | **7** | **0** | **1** | **0** | **14** | **86** | **0** | **0** | **0** | **43** | **75** | **12** | 8 |
| **IRISH REPUBLIC** | | | | | | | | | | | | | | | |
| **CONNAUGHT** | RYANAIR | S | 108 | 3 | 0 | 87 | 4 | 8 | 1 | 0 | 0 | 3 | 83 | 6 | 87 |
| **TOTAL CONNAUGHT** | | | **108** | **3** | **0** | **87** | **4** | **8** | **1** | **0** | **0** | **3** | **83** | **6** | 87 |
| **CORK** | RYANAIR | S | 157 | 0 | 0 | 89 | 4 | 6 | 1 | 1 | 0 | 4 | 78 | 10 | 90 |
| **TOTAL CORK** | | | **157** | **0** | **0** | **89** | **4** | **6** | **1** | **1** | **0** | **4** | **78** | **10** | 90 |
| **DUBLIN** | RYANAIR | S | 657 | 16 | 24 | 86 | 5 | 5 | 4 | 0 | 0 | 6 | 79 | 10 | 517 |
| **TOTAL DUBLIN** | | | **657** | **17** | **24** | **86** | **5** | **5** | **4** | **0** | **0** | **6** | **79** | **10** | 517 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **WATERFORD** | BRITISH REGIONAL AIRLINES LTD | S | 47 | 2 | 5 | 89 | 4 | 2 | 4 | 0 | 0 | 3 | 92 | 0 | 59 |
| **TOTAL WATERFORD** | | | **47** | **2** | **5** | **89** | **4** | **2** | **4** | **0** | **0** | **3** | **92** | **0** | 59 |
| **TOTAL IRISH REPUBLIC** | | | **969** | **22** | **29** | **87** | **5** | **5** | **3** | **0** | **0** | **5** | **80** | **9** | 753 |
| **ISRAEL** | | | | | | | | | | | | | | | |
| **TEL AVIV** | EL AL | S | 15 | 2 | 14 | 40 | 33 | 20 | 0 | 7 | 0 | 26 | 0 | 0 | 0 |
| **TOTAL TEL AVIV** | | | **15** | **2** | **14** | **40** | **33** | **20** | **0** | **7** | **0** | **26** | **0** | **0** | 0 |
| **TOTAL ISRAEL** | | | **15** | **2** | **14** | **40** | **33** | **20** | **0** | **7** | **0** | **26** | **0** | **0** | 0 |
| **ITALY** | | | | | | | | | | | | | | | |
| **BOLOGNA** | LEISURE INTERNATIONAL | C | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| **TOTAL BOLOGNA** | | | **3** | **0** | **0** | **33** | **67** | **0** | **0** | **0** | **0** | **13** | **55** | **20** | 11 |
| **FLORENCE** | KLM UK LTD | S | 60 | 0 | 0 | 70 | 20 | 8 | 2 | 0 | 0 | 12 | 61 | 19 | 64 |
| **TOTAL FLORENCE** | | | **60** | **0** | **0** | **70** | **20** | **8** | **2** | **0** | **0** | **12** | **61** | **19** | 64 |
| **MILAN (LINATE)** | KLM UK LTD | S | 151 | 0 | 0 | 34 | 31 | 25 | 9 | 1 | 0 | 30 | 84 | 7 | 109 |
| **TOTAL MILAN (LINATE)** | | | **151** | **0** | **0** | **34** | **31** | **25** | **9** | **1** | **0** | **30** | **84** | **7** | 109 |
| **MILAN (MALPENSA)** | EUROFLY SPA | C | 2 | 0 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 95 | 0 | 0 | 0 |
| **TOTAL MILAN (MALPENSA)** | | | **3** | **0** | **1** | **33** | **0** | **33** | **33** | **0** | **0** | **60** | **0** | **0** | 0 |
| **TOTAL ITALY** | | | **217** | **1** | **1** | **44** | **28** | **20** | **7** | **1** | **0** | **25** | **74** | **12** | 184 |
| **KAZAKHSTAN** | | | | | | | | | | | | | | | |
| **URALSK** | EUROFLY SPA | C | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 109 | 0 | 0 | 0 |
| **TOTAL URALSK** | | | **3** | **0** | **0** | **0** | **0** | **33** | **67** | **0** | **0** | **109** | **0** | **0** | 0 |
| **TOTAL KAZAKHSTAN** | | | **3** | **0** | **0** | **0** | **0** | **33** | **67** | **0** | **0** | **109** | **0** | **0** | 0 |
| **LUXEMBOURG** | | | | | | | | | | | | | | | |
| **LUXEMBOURG** | LUXAIR | S | 52 | 0 | 0 | 92 | 2 | 4 | 2 | 0 | 0 | 5 | 84 | 3 | 50 |
| **TOTAL LUXEMBOURG** | | | **52** | **0** | **0** | **92** | **2** | **4** | **2** | **0** | **0** | **5** | **84** | **3** | 50 |
| **TOTAL LUXEMBOURG** | | | **52** | **0** | **0** | **92** | **2** | **4** | **2** | **0** | **0** | **5** | **84** | **3** | 50 |
| **MALTA** | | | | | | | | | | | | | | | |
| **MALTA** | AIR MALTA | C | 8 | 0 | 0 | 38 | 13 | 0 | 50 | 0 | 0 | 62 | 63 | 9 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 10 | 0 | 0 | 30 | 30 | 40 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| **TOTAL MALTA** | | | **18** | **0** | **0** | **33** | **22** | **22** | **22** | **0** | **0** | **42** | **69** | **7** | 16 |
| **TOTAL MALTA** | | | **18** | **0** | **0** | **33** | **22** | **22** | **22** | **0** | **0** | **42** | **69** | **7** | 16 |
| **NETHERLANDS** | | | | | | | | | | | | | | | |
| **AMSTERDAM** | KLM UK LTD | S | 318 | 0 | 0 | 82 | 12 | 5 | 1 | 0 | 0 | 6 | 84 | 7 | 220 |
| **TOTAL AMSTERDAM** | | | **318** | **0** | **0** | **82** | **12** | **5** | **1** | **0** | **0** | **6** | **84** | **7** | 220 |
| **MAASTRICHT** | KLM EXEL | S | 140 | 0 | 8 | 86 | 9 | 1 | 4 | 0 | 0 | 8 | 84 | 8 | 134 |
| **TOTAL MAASTRICHT** | | | **140** | **0** | **8** | **86** | **9** | **1** | **4** | **0** | **0** | **8** | **84** | **8** | 134 |
| **ROTTERDAM** | KLM UK LTD | S | 140 | 0 | 4 | 91 | 6 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL ROTTERDAM** | | | **140** | **2** | **4** | **91** | **6** | **3** | **0** | **1** | **0** | **1** | **0** | **0** | 0 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL NETHERLANDS** | | | **598** | **2** | **12** | **85** | **10** | **4** | **1** | **0** | **0** | **5** | **84** | **8** | 357 |
| **NORWAY** | | | | | | | | | | | | | | | |
| **BERGEN** | BRAATHENS ASA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| **TOTAL BERGEN** | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-5** | **0** | **0** | 0 |
| **GEILO (DAGALI)** | BRITISH WORLD AIRLINES LTD | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 58 | 0 | 0 | 0 |
| **TOTAL GEILO (DAGALI)** | | | **4** | **0** | **0** | **25** | **25** | **0** | **50** | **0** | **0** | **58** | **0** | **0** | 0 |
| **OSLO (GARDERMOEN)** | BRITISH WORLD AIRLINES LTD | C | 32 | 0 | 0 | 66 | 9 | 6 | 13 | 6 | 0 | 33 | 0 | 0 | 0 |
| **TOTAL OSLO (GARDERMOEN)** | | | **32** | **0** | **0** | **66** | **9** | **6** | **13** | **6** | **0** | **33** | **0** | **0** | 0 |
| **TRONDHEIM (VAERNES)** | BRITISH WORLD AIRLINES LTD | C | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 88 | 1 | 8 |
| **TOTAL TRONDHEIM (VAERNES)** | | | **3** | **0** | **1** | **100** | **0** | **0** | **0** | **0** | **0** | **-3** | **88** | **1** | 8 |
| **TOTAL NORWAY** | | | **41** | **0** | **1** | **66** | **10** | **5** | **15** | **5** | **0** | **31** | **88** | **1** | 8 |
| **PORTUGAL(EXCLUDING MADEIRA)** | | | | | | | | | | | | | | | |
| **FARO** | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 25 | 13 | 13 | 50 | 0 | 0 | 58 | 90 | 1 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 0 | 38 | 13 | 0 | 0 | 27 | 25 | 100 | 8 |
| **TOTAL FARO** | | | **16** | **0** | **0** | **38** | **6** | **25** | **31** | **0** | **0** | **43** | **61** | **45** | 18 |
| **TOTAL PORTUGAL(EXCLUDING MADEIRA)** | | | **16** | **0** | **0** | **38** | **6** | **25** | **31** | **0** | **0** | **43** | **61** | **45** | 18 |
| **SPAIN** | | | | | | | | | | | | | | | |
| **ALICANTE** | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 7 | 0 | 0 | 29 | 0 | 29 | 43 | 0 | 0 | 53 | 43 | 25 | 7 |
| | KLM UK LTD | C | 8 | 0 | 0 | 25 | 50 | 13 | 13 | 0 | 0 | 31 | 60 | 39 | 10 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 13 | 13 | 25 | 50 | 0 | 0 | 53 | 0 | 0 | 0 |
| **TOTAL ALICANTE** | | | **25** | **0** | **0** | **24** | **24** | **20** | **32** | **0** | **0** | **43** | **53** | **33** | 17 |
| **LA CORUNA** | AVIACO | S | 26 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL LA CORUNA** | | | **26** | **0** | **0** | **92** | **0** | **8** | **0** | **0** | **0** | **4** | **0** | **0** | 0 |
| **MADRID** | KLM UK LTD | S | 60 | 0 | 0 | 80 | 8 | 8 | 3 | 0 | 0 | 8 | 80 | 12 | 60 |
| **TOTAL MADRID** | | | **60** | **0** | **0** | **80** | **8** | **8** | **3** | **0** | **0** | **8** | **80** | **12** | 60 |
| **MALAGA** | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 38 | 0 | 13 | 50 | 0 | 0 | 66 | 88 | 7 | 8 |
| | LEISURE INTERNATIONAL | C | 22 | 1 | 2 | 23 | 14 | 23 | 41 | 0 | 0 | 59 | 75 | 15 | 8 |
| **TOTAL MALAGA** | | | **32** | **1** | **2** | **31** | **9** | **19** | **41** | **0** | **0** | **57** | **65** | **15** | 26 |
| **PALMA DE MALLORCA** | BRITANNIA AIRWAYS | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 78 | 13 | 9 |
| | MY TRAVEL AIRWAYS UK | C | 11 | 0 | 0 | 73 | 0 | 9 | 18 | 0 | 0 | 23 | 0 | 0 | 0 |
| **TOTAL PALMA DE MALLORCA** | | | **21** | **8** | **0** | **76** | **10** | **5** | **10** | **0** | **0** | **16** | **73** | **10** | 30 |
| **SANTIAGO DE COMPOSTELA (SPAIN)** | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| **TOTAL SANTIAGO DE COMPOSTELA (SPAIN)** | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **14** | **0** | **0** | 0 |
| **ZARAGOZA** | AVIACO | S | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| **TOTAL ZARAGOZA** | | | **26** | **0** | **0** | **92** | **8** | **0** | **0** | **0** | **0** | **-4** | **0** | **50** | 1 |
| **TOTAL SPAIN** | | | **192** | **9** | **2** | **67** | **10** | **10** | **13** | **0** | **0** | **19** | **75** | **13** | 181 |

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 1996

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **SPAIN(CANARY ISLANDS)** | | | | | | | | | | | | | | | |
| **ARRECIFE** | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 25 | 38 | 25 | 0 | 13 | 0 | 62 | 75 | 8 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| **TOTAL ARRECIFE** | | | **16** | **0** | **0** | **38** | **25** | **31** | **0** | **6** | **0** | **40** | **81** | **4** | 16 |
| **FUERTEVENTURA** | BRITANNIA AIRWAYS | C | 11 | 0 | 0 | 91 | 0 | 0 | 0 | 9 | 0 | 15 | 100 | 6 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| **TOTAL FUERTEVENTURA** | | | **19** | **0** | **0** | **68** | **26** | **0** | **0** | **5** | **0** | **16** | **94** | **3** | 16 |
| **LAS PALMAS** | BRITANNIA AIRWAYS | C | 9 | 0 | 1 | 67 | 22 | 11 | 0 | 0 | 0 | 8 | 75 | 8 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 7 | 0 | 1 | 14 | 0 | 29 | 57 | 0 | 0 | 58 | 0 | 0 | 0 |
| **TOTAL LAS PALMAS** | | | **16** | **0** | **2** | **44** | **13** | **19** | **25** | **0** | **0** | **30** | **67** | **31** | 18 |
| **TENERIFE (SURREINA SOFIA)** | AIR EUROPA | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | BRITANNIA AIRWAYS | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 8 |
| | FUTURA AIRLINES | C | 3 | 1 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 135 | 0 | 0 | 0 |
| | LEISURE INTERNATIONAL | C | 8 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 0 | 32 | 75 | 11 | 8 |
| | MY TRAVEL AIRWAYS UK | C | 8 | 0 | 0 | 25 | 63 | 13 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| **TOTAL TENERIFE (SURREINA SOFIA)** | | | **29** | **1** | **0** | **38** | **38** | **14** | **10** | **0** | **0** | **31** | **76** | **13** | 25 |
| **TOTAL SPAIN(CANARY ISLANDS)** | | | **80** | **1** | **2** | **46** | **28** | **15** | **9** | **3** | **0** | **29** | **79** | **13** | 75 |
| **SWEDEN** | | | | | | | | | | | | | | | |
| **GOTEBORG** | STERLING EUROPEAN AIRLINES | C | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL GOTEBORG** | | | **16** | **0** | **0** | **88** | **6** | **6** | **0** | **0** | **0** | **7** | **0** | **0** | 0 |
| **STOCKHOLM (ARLANDA)** | BRITANNIA AB | C | 19 | 0 | 0 | 32 | 16 | 26 | 26 | 0 | 0 | 40 | 0 | 0 | 0 |
| | MYTRAVEL AIRWAYS (DENMARK) | C | 16 | 0 | 0 | 25 | 31 | 19 | 19 | 6 | 0 | 49 | 32 | 38 | 19 |
| **TOTAL STOCKHOLM (ARLANDA)** | | | **35** | **0** | **0** | **29** | **23** | **23** | **23** | **3** | **0** | **44** | **32** | **38** | 19 |
| **TOTAL SWEDEN** | | | **51** | **0** | **0** | **47** | **18** | **18** | **16** | **2** | **0** | **32** | **32** | **38** | 19 |
| **SWITZERLAND** | | | | | | | | | | | | | | | |
| **GENEVA** | FLIGHTLINE LTD | C | 38 | 2 | 1 | 74 | 21 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL GENEVA** | | | **38** | **2** | **1** | **74** | **21** | **0** | **5** | **0** | **0** | **7** | **0** | **0** | 0 |
| **ZURICH** | FLIGHTLINE LTD | C | 78 | 0 | 2 | 53 | 23 | 19 | 5 | 0 | 0 | 22 | 0 | 0 | 0 |
| | KLM UK LTD | S | 120 | 0 | 0 | 73 | 13 | 8 | 7 | 0 | 0 | 16 | 88 | 0 | 100 |
| **TOTAL ZURICH** | | | **198** | **0** | **2** | **65** | **17** | **12** | **6** | **0** | **0** | **18** | **88** | **0** | 100 |
| **TOTAL SWITZERLAND** | | | **236** | **2** | **3** | **66** | **18** | **10** | **6** | **0** | **0** | **16** | **88** | **0** | 100 |
| **TUNISIA** | | | | | | | | | | | | | | | |
| **MONASTIR** | MY TRAVEL AIRWAYS UK | C | 7 | 1 | 0 | 43 | 0 | 29 | 29 | 0 | 0 | 51 | 0 | 0 | 0 |
| **TOTAL MONASTIR** | | | **7** | **1** | **0** | **43** | **0** | **29** | **29** | **0** | **0** | **51** | **30** | **65** | 10 |
| **TOTAL TUNISIA** | | | **7** | **1** | **0** | **43** | **0** | **29** | **29** | **0** | **0** | **51** | **30** | **65** | 10 |
| **TURKEY** | | | | | | | | | | | | | | | |
| **ANTALYA** | KIBRIS TURKISH AIRLINES - KTHY | C | 19 | 0 | 2 | 58 | 16 | 26 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| **TOTAL ANTALYA** | | | **19** | **0** | **2** | **58** | **16** | **26** | **0** | **0** | **0** | **11** | **50** | **30** | 10 |
| **ISTANBUL** | ISTANBUL HAVA YOLLARI | C | 10 | 0 | 0 | 10 | 20 | 70 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL ISTANBUL** | | | **10** | **0** | **0** | **10** | **20** | **70** | **0** | **0** | **0** | **36** | **0** | **0** | 0 |
| **TOTAL TURKEY** | | | **29** | **0** | **2** | **41** | **17** | **41** | **0** | **0** | **0** | **20** | **52** | **22** | 21 |
| **UNITED KINGDOM** | | | | | | | | | | | | | | | |
| **ABERDEEN** | KLM UK LTD | S | 146 | 0 | 2 | 84 | 6 | 4 | 6 | 0 | 0 | 7 | 88 | 2 | 90 |
| **TOTAL ABERDEEN** | | | **147** | **0** | **2** | **84** | **6** | **4** | **6** | **0** | **0** | **7** | **88** | **2** | 90 |
| **BELFAST CITY** | FLYBE.BRITISH EUROPEAN | S | 148 | 2 | 1 | 79 | 9 | 5 | 6 | 1 | 0 | 11 | 94 | -1 | 198 |
| **TOTAL BELFAST CITY** | | | **148** | **2** | **1** | **79** | **9** | **5** | **6** | **1** | **0** | **11** | **94** | **-1** | 198 |
| **BELFAST INTERNATIONAL** | FLYBE.BRITISH EUROPEAN | S | 127 | 7 | 0 | 78 | 13 | 3 | 6 | 0 | 0 | 11 | 0 | 0 | 0 |
| **TOTAL BELFAST INTERNATIONAL** | | | **127** | **7** | **0** | **78** | **13** | **3** | **6** | **0** | **0** | **11** | **92** | **1** | 226 |
| **CITY OF DERRY (EGLINTON)** | FLYBE.BRITISH EUROPEAN | S | 43 | 0 | 0 | 88 | 9 | 0 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL CITY OF DERRY (EGLINTON)** | | | **43** | **0** | **0** | **88** | **9** | **0** | **2** | **0** | **0** | **10** | **71** | **50** | 38 |
| **EDINBURGH** | KLM UK LTD | S | 246 | 1 | 6 | 80 | 10 | 9 | 2 | 0 | 0 | 7 | 85 | 3 | 213 |
| **TOTAL EDINBURGH** | | | **246** | **1** | **6** | **80** | **10** | **9** | **2** | **0** | **0** | **7** | **85** | **3** | 221 |
| **GLASGOW** | KLM UK LTD | S | 196 | 0 | 3 | 84 | 7 | 7 | 2 | 0 | 0 | 5 | 86 | 3 | 140 |
| **TOTAL GLASGOW** | | | **196** | **0** | **3** | **84** | **7** | **7** | **2** | **0** | **0** | **5** | **86** | **3** | 140 |
| **GUERNSEY** | KLM UK LTD | S | 58 | 0 | 0 | 62 | 22 | 3 | 12 | 0 | 0 | 15 | 74 | 19 | 70 |
| **TOTAL GUERNSEY** | | | **59** | **1** | **0** | **63** | **22** | **3** | **12** | **0** | **0** | **14** | **74** | **19** | 70 |
| **ISLE OF MAN** | BRITISH WORLD AIRLINES LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| **TOTAL ISLE OF MAN** | | | **2** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **0** | **18** | **0** | **0** | 0 |
| **JERSEY** | KLM UK LTD | S | 72 | 0 | 2 | 83 | 13 | 3 | 1 | 0 | 0 | 4 | 70 | 16 | 70 |
| **TOTAL JERSEY** | | | **72** | **0** | **2** | **83** | **13** | **3** | **1** | **0** | **0** | **4** | **70** | **16** | 70 |
| **MANCHESTER** | BRITISH REGIONAL AIRLINES LTD | S | 120 | 1 | 12 | 94 | 2 | 3 | 1 | 0 | 0 | 1 | 93 | 0 | 115 |
| **TOTAL MANCHESTER** | | | **120** | **1** | **12** | **94** | **2** | **3** | **1** | **0** | **0** | **1** | **93** | **0** | 115 |
| **NEWCASTLE** | BRITANNIA AIRWAYS | C | 7 | 0 | 1 | 86 | 0 | 14 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | KLM UK LTD | S | 120 | 0 | 6 | 97 | 2 | 2 | 0 | 0 | 0 | -2 | 88 | 2 | 121 |
| **TOTAL NEWCASTLE** | | | **127** | **0** | **7** | **96** | **2** | **2** | **0** | **0** | **0** | **-1** | **88** | **2** | 121 |
| **PRESTWICK** | RYANAIR | S | 215 | 7 | 13 | 93 | 4 | 2 | 1 | 0 | 0 | -1 | 0 | 0 | 0 |
| **TOTAL PRESTWICK** | | | **215** | **7** | **13** | **93** | **4** | **2** | **1** | **0** | **0** | **-1** | **0** | **0** | 0 |
| **TOTAL UNITED KINGDOM** | | | **1503** | **20** | **46** | **85** | **8** | **5** | **3** | **0** | **0** | **5** | **87** | **5** | 1295 |
| **USA** | | | | | | | | | | | | | | | |
| **NEW YORK (NEWARK)** | EL AL | S | 3 | 0 | 2 | 33 | 33 | 0 | 0 | 33 | 0 | 75 | 0 | 0 | 0 |
| **TOTAL NEW YORK (NEWARK)** | | | **3** | **0** | **2** | **33** | **33** | **0** | **0** | **33** | **0** | **75** | **0** | **0** | 0 |
| **TOTAL USA** | | | **4** | **2** | **2** | **25** | **25** | **0** | **25** | **25** | **0** | **94** | **0** | **0** | 0 |
| **TOTAL STANSTED** | | | **5401** | **71** | **135** | **78** | **10** | **7** | **4** | **0** | **0** | **10** | **82** | **7** | 4307 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AARHUS (TIRSTRUP) | | | | | | | | | | | | | | | | | |
| | HEATHROW | SAS | S | A | 28 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 4 | 85 | 5 | 27 |
| | HEATHROW | SAS | S | D | 28 | 0 | 0 | 93 | 4 | 4 | 0 | 0 | 0 | -2 | 85 | 2 | 27 |
| **TOTAL AARHUS (TIRSTRUP)** | | | | | **56** | **0** | **0** | **89** | **5** | **5** | **0** | **0** | **0** | **1** | **85** | **3** | **3** |
| ABERDEEN | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI REGIONAL | S | A | 55 | 0 | 6 | 93 | 7 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | EDINBURGH | BMI REGIONAL | S | D | 62 | 2 | 8 | 82 | 10 | 6 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | BMI REGIONAL | S | A | 43 | 0 | 5 | 81 | 16 | 2 | 0 | 0 | 0 | 7 | 87 | 8 | 39 |
| | MANCHESTER | BMI REGIONAL | S | D | 72 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 95 | -3 | 39 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 78 | 0 | 2 | 78 | 17 | 5 | 0 | 0 | 0 | 8 | 82 | 8 | 76 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 79 | 0 | 1 | 90 | 9 | 1 | 0 | 0 | 0 | 4 | 87 | 5 | 77 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 46 | 2 | 1 | 85 | 9 | 4 | 2 | 0 | 0 | 4 | 0 | 0 | 0 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 45 | 1 | 2 | 89 | 7 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 88 | 8 | 0 | 0 | 4 | 0 | 5 | 91 | 8 | 23 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 9 | 91 | 6 | 23 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 186 | 0 | 1 | 83 | 14 | 2 | 1 | 1 | 0 | 6 | 90 | 0 | 180 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 187 | 0 | 0 | 92 | 5 | 2 | 1 | 0 | 0 | 0 | 97 | -2 | 180 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 69 | 1 | 2 | 90 | 4 | 1 | 4 | 0 | 0 | 6 | 89 | 5 | 55 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 75 | 0 | 1 | 93 | 3 | 3 | 1 | 0 | 0 | -2 | 87 | 2 | 62 |
| | LUTON | GB AIRWAYS LTD | S | A | 26 | 0 | 0 | 88 | 0 | 12 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | LUTON | GB AIRWAYS LTD | S | D | 25 | 1 | 0 | 80 | 0 | 8 | 12 | 0 | 0 | 15 | 0 | 0 | 0 |
| | NEWCASTLE | GILL AIRWAYS | S | A | 41 | 1 | 3 | 93 | 0 | 2 | 0 | 5 | 0 | 12 | 0 | 0 | 0 |
| | NEWCASTLE | GILL AIRWAYS | S | D | 42 | 1 | 2 | 90 | 7 | 0 | 2 | 0 | 0 | -2 | 0 | 0 | 0 |
| | EDINBURGH | KLM UK LTD | S | A | 46 | 5 | 2 | 91 | 4 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 |
| | EDINBURGH | KLM UK LTD | S | D | 44 | 1 | 4 | 77 | 9 | 11 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| | NEWCASTLE | KLM UK LTD | S | A | 4 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | NEWCASTLE | KLM UK LTD | S | D | 4 | 2 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 73 | 0 | 1 | 89 | 3 | 4 | 4 | 0 | 0 | 3 | 86 | 0 | 43 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ABERDEEN | | | | | | | | | | | | | | | | | |
| | STANSTED | KLM UK LTD | S | D | 73 | 0 | 1 | 78 | 10 | 4 | 8 | 0 | 0 | 11 | 89 | 5 | 47 |
| | GLASGOW | LOGANAIR | S | A | 59 | 1 | 7 | 95 | 2 | 3 | 0 | 0 | 0 | -1 | 98 | -4 | 57 |
| | GLASGOW | LOGANAIR | S | D | 60 | 0 | 6 | 97 | 2 | 2 | 0 | 0 | 0 | 0 | 98 | 0 | 57 |
| **TOTAL ABERDEEN** | | | | | **1544** | **19** | **56** | **88** | **7** | **3** | **2** | **0** | **0** | **4** | **91** | **2** | **2** |
| ABIDJAN | | | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 1 | 80 | 10 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 77 | 17 | 7 | 0 | 0 | 0 | 11 | 93 | 5 | 30 |
| | GATWICK | EMIRATES | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 67 | 11 | 9 |
| | GATWICK | EMIRATES | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 12 | 100 | 2 | 17 |
| | HEATHROW | EMIRATES | S | A | 13 | 0 | 0 | 31 | 31 | 23 | 8 | 8 | 0 | 39 | 57 | 21 | 7 |
| | HEATHROW | EMIRATES | S | D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 9 | 44 | 15 | 9 |
| | HEATHROW | GULF AIR | S | A | 17 | 0 | 1 | 18 | 41 | 35 | 6 | 0 | 0 | 27 | 21 | 62 | 29 |
| | HEATHROW | GULF AIR | S | D | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 6 | 89 | 7 | 19 |
| **TOTAL ABU DHABI INTERNATIONAL** | | | | | **124** | **0** | **1** | **65** | **23** | **10** | **2** | **1** | **0** | **13** | **68** | **18** | **18** |
| ACCRA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | HEATHROW | GHANA AIRWAYS | S | A | 12 | 0 | 1 | 8 | 8 | 42 | 8 | 25 | 8 | 138 | 62 | 43 | 13 |
| | HEATHROW | GHANA AIRWAYS | S | D | 12 | 0 | 1 | 25 | 25 | 17 | 8 | 25 | 0 | 91 | 15 | 49 | 13 |
| **TOTAL ACCRA** | | | | | **41** | **0** | **2** | **39** | **17** | **20** | **7** | **15** | **2** | **73** | **38** | **46** | **46** |
| ADDIS ABABA | | | | | | | | | | | | | | | | | |
| | HEATHROW | ETHIOPIAN AIRLINES | S | A | 21 | 0 | 0 | 14 | 14 | 29 | 43 | 0 | 0 | 54 | 0 | 85 | 18 |
| | HEATHROW | ETHIOPIAN AIRLINES | S | D | 21 | 0 | 0 | 48 | 5 | 29 | 19 | 0 | 0 | 30 | 12 | 66 | 17 |
| **TOTAL ADDIS ABABA** | | | | | **42** | **0** | **0** | **31** | **10** | **29** | **31** | **0** | **0** | **42** | **6** | **76** | **76** |
| ADEN | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALYEMDA | S | A | 4 | 0 | 1 | 0 | 0 | 0 | 25 | 75 | 0 | 191 | 40 | 19 | 5 |
| | HEATHROW | ALYEMDA | S | D | 4 | 0 | 1 | 25 | 0 | 0 | 0 | 75 | 0 | 187 | 40 | 68 | 5 |
| **TOTAL ADEN** | | | | | **8** | **0** | **2** | **13** | **0** | **0** | **13** | **75** | **0** | **189** | **40** | **44** | **44** |

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

Origin / Destinations: A

| | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| AGADIR | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -18 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 78 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL AGADIR** | | | | | **20** | **0** | **0** | **75** | **5** | **5** | **5** | **10** | **0** | **33** | **60** | **16** | **16** |
| AJACCIO | | | | | | | | | | | | | | | | | |
| | GATWICK | KLM UK LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| **TOTAL AJACCIO** | | | | | **6** | **0** | **0** | **17** | **17** | **33** | **33** | **0** | **0** | **43** | **29** | **21** | **21** |
| AKROTIRI | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 47 | 0 | 0 | 0 |
| **TOTAL AKROTIRI** | | | | | **5** | **0** | **0** | **60** | **0** | **20** | **20** | **0** | **0** | **23** | **0** | **0** | **0** |
| ALGIERS | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR ALGERIE | S | A | 13 | 0 | 0 | 38 | 46 | 8 | 8 | 0 | 0 | 20 | 54 | 21 | 13 |
| | HEATHROW | AIR ALGERIE | S | D | 13 | 0 | 0 | 15 | 38 | 23 | 23 | 0 | 0 | 41 | 18 | 118 | 11 |
| **TOTAL ALGIERS** | | | | | **26** | **0** | **0** | **27** | **42** | **15** | **15** | **0** | **0** | **31** | **38** | **65** | **65** |
| ALICANTE | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 16 | 33 | 23 | 3 |
| | BIRMINGHAM | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 67 | 8 | 3 |
| | GATWICK | AIR 2000 | C | A | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 17 | 60 | 19 | 10 |
| | GATWICK | AIR 2000 | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 70 | 6 | 10 |
| | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | GLASGOW | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 16 | 0 | 1 | 38 | 6 | 38 | 19 | 0 | 0 | 40 | 7 | 32 | 14 |
| | MANCHESTER | AIR 2000 | C | D | 17 | 0 | 1 | 76 | 0 | 6 | 12 | 6 | 0 | 26 | 71 | 13 | 14 |
| | NEWCASTLE | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| | BIRMINGHAM | AIR EUROPA | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -25 | 0 | 0 | 0 |
| | BIRMINGHAM | AIR EUROPA | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -31 | 0 | 0 | 0 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALICANTE | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR OPERATIONS EUROPE | C | A | 3 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 48 | 0 | 115 | 9 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 39 | 44 | 74 | 9 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | A | 5 | 0 | 0 | 0 | 20 | 0 | 20 | 60 | 0 | 164 | 50 | 268 | 2 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | D | 5 | 0 | 0 | 20 | 20 | 0 | 40 | 20 | 0 | 109 | 50 | 282 | 2 |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 3 | 50 | 16 | 4 |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 4 |
| | GATWICK | BRITANNIA AB | C | A | 11 | 0 | 0 | 9 | 9 | 27 | 55 | 0 | 0 | 64 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 11 | 0 | 0 | 18 | 18 | 18 | 45 | 0 | 0 | 56 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 23 | 38 | 15 | 23 | 0 | 0 | 30 | 88 | 13 | 8 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 11 | 0 | 0 | 64 | 9 | 27 | 0 | 0 | 0 | 16 | 100 | 2 | 7 |
| | EDINBURGH | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | EDINBURGH | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 12 | 0 | 0 | 42 | 17 | 25 | 17 | 0 | 0 | 36 | 36 | 37 | 14 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 12 | 0 | 0 | 42 | 0 | 42 | 17 | 0 | 0 | 35 | 93 | 4 | 14 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 36 | 50 | 49 | 2 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 15 | 50 | 32 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 31 | 33 | 25 | 3 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 22 | 100 | 3 | 3 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 29 | 0 | 0 | 69 | 17 | 10 | 3 | 0 | 0 | 14 | 62 | 16 | 29 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 29 | 0 | 0 | 90 | 3 | 7 | 0 | 0 | 0 | 6 | 72 | 14 | 29 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 56 | 50 | 20 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 49 | 33 | 31 | 3 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 20 | 20 | 20 | 0 | 20 | 20 | 187 | 0 | 33 | 1 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 40 | 20 | 0 | 20 | 0 | 20 | 164 | 0 | 25 | 1 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 11 | 1 | 1 | 55 | 0 | 18 | 18 | 0 | 9 | 95 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 12 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALICANTE | | | | | | | | | | | | | | | | | |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 8 | 0 | 0 | 25 | 25 | 0 | 38 | 13 | 0 | 80 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 8 | 0 | 0 | 38 | 25 | 13 | 13 | 13 | 0 | 44 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 83 | 13 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 44 | 60 | 50 | 5 |
| | STANSTED | KLM UK LTD | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 60 | 28 | 5 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 33 | 40 | 32 | 5 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 80 | 7 | 5 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 7 | 0 | 0 | 57 | 14 | 0 | 29 | 0 | 0 | 35 | 56 | 22 | 9 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 19 | 88 | 9 | 8 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 162 | 0 | 124 | 3 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 163 | 0 | 115 | 2 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 40 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 35 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 22 | 1 | 2 | 23 | 27 | 23 | 27 | 0 | 0 | 47 | 46 | 29 | 26 |
| | GATWICK | MONARCH AIRLINES | C | D | 23 | 0 | 0 | 30 | 22 | 17 | 30 | 0 | 0 | 47 | 52 | 29 | 25 |
| | GLASGOW | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 60 | 18 | 5 |
| | GLASGOW | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 100 | 1 | 5 |
| | LUTON | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 23 | 31 | 38 | 8 | 0 | 0 | 34 | 13 | 31 | 8 |
| | LUTON | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 46 | 38 | 8 | 8 | 0 | 0 | 20 | 75 | 7 | 8 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 18 | 0 | 0 | 33 | 22 | 28 | 17 | 0 | 0 | 32 | 13 | 65 | 15 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 18 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 26 | 44 | 48 | 16 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 20 | 80 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 31 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 0 | 22 | 44 | 33 | 0 | 0 | 46 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 33 | 56 | 0 | 0 | 11 | 0 | 39 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 48 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 18 | 0 | 0 | 22 | 17 | 17 | 33 | 11 | 0 | 70 | 75 | 13 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 18 | 0 | 0 | 28 | 17 | 22 | 28 | 6 | 0 | 52 | 75 | 8 | 4 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALICANTE | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 56 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| | GATWICK | VIVA | C | A | 6 | 1 | 0 | 17 | 67 | 0 | 17 | 0 | 0 | 41 | 0 | 0 | 0 |
| | GATWICK | VIVA | C | D | 6 | 1 | 0 | 50 | 33 | 0 | 17 | 0 | 0 | 37 | 0 | 0 | 0 |
| **TOTAL ALICANTE** | | | | | **671** | **8** | **6** | **49** | **17** | **17** | **14** | **2** | **1** | **35** | **54** | **32** | **32** |
| ALMERIA | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 65 | 75 | 22 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 25 | 60 | 22 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 29 | 0 | 44 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 80 | 12 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 75 | 57 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 60 | 13 | 5 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 8 | 0 | 29 | 4 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 19 | 0 | 29 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 77 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 28 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 48 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL ALMERIA** | | | | | **47** | **0** | **0** | **57** | **15** | **13** | **13** | **2** | **0** | **27** | **49** | **25** | **25** |
| AMMAN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 18 | 0 | 0 | 72 | 6 | 17 | 0 | 6 | 0 | 10 | 100 | -13 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 76 | 0 | 6 | 18 | 0 | 0 | 21 | 67 | 10 | 9 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | HEATHROW | ROYAL JORDANIAN | S | A | 26 | 1 | 0 | 73 | 12 | 0 | 12 | 4 | 0 | 25 | 84 | 3 | 25 |
| | HEATHROW | ROYAL JORDANIAN | S | D | 25 | 0 | 0 | 56 | 28 | 16 | 0 | 0 | 0 | 13 | 77 | 7 | 26 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AMMAN | | | | | | | | | | | | | | | | | |
| **TOTAL AMMAN** | | | | | **103** | **1** | **1** | **72** | **12** | **8** | **6** | **2** | **1** | **22** | **81** | **2** | **2** |
| AMSTERDAM | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 239 | 0 | 1 | 90 | 6 | 3 | 0 | 0 | 0 | 2 | 87 | 5 | 229 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 238 | 0 | 0 | 93 | 6 | 1 | 0 | 0 | 0 | 0 | 93 | 0 | 229 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 202 | 0 | 0 | 88 | 8 | 2 | 1 | 0 | 0 | 3 | 82 | 8 | 200 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 202 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | -1 | 96 | -1 | 200 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 103 | 0 | 0 | 89 | 5 | 6 | 0 | 0 | 0 | -1 | 89 | 6 | 95 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 103 | 0 | 0 | 88 | 2 | 9 | 1 | 0 | 0 | 6 | 89 | 3 | 95 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 111 | 0 | 0 | 87 | 9 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 116 | 0 | 0 | 84 | 9 | 5 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 103 | 0 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | -3 | 94 | 2 | 99 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 103 | 0 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 3 | 94 | 3 | 99 |
| | LUTON | GB AIRWAYS LTD | S | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 24 | 0 | 0 | 0 |
| | LUTON | GB AIRWAYS LTD | S | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 27 | 0 | 0 | 0 |
| | BIRMINGHAM | KLM | S | A | 120 | 0 | 0 | 88 | 9 | 2 | 1 | 0 | 0 | 2 | 87 | 5 | 115 |
| | BIRMINGHAM | KLM | S | D | 120 | 0 | 0 | 91 | 5 | 3 | 1 | 0 | 0 | 5 | 84 | 13 | 115 |
| | HEATHROW | KLM | S | A | 240 | 0 | 0 | 85 | 9 | 5 | 1 | 0 | 0 | 4 | 90 | 2 | 240 |
| | HEATHROW | KLM | S | D | 240 | 0 | 0 | 87 | 8 | 4 | 1 | 0 | 0 | 2 | 90 | 4 | 240 |
| | EDINBURGH | KLM UK LTD | S | A | 82 | 1 | 0 | 85 | 9 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| | EDINBURGH | KLM UK LTD | S | D | 82 | 0 | 0 | 87 | 7 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GLASGOW | KLM UK LTD | S | A | 86 | 0 | 0 | 87 | 7 | 6 | 0 | 0 | 0 | -3 | 51 | 22 | 78 |
| | GLASGOW | KLM UK LTD | S | D | 86 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 5 | 59 | 16 | 80 |
| | MANCHESTER | KLM UK LTD | S | A | 116 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 4 | 77 | 15 | 115 |
| | MANCHESTER | KLM UK LTD | S | D | 116 | 0 | 0 | 84 | 11 | 3 | 2 | 1 | 0 | 8 | 82 | 11 | 114 |
| | NEWCASTLE | KLM UK LTD | S | A | 83 | 5 | 4 | 89 | 5 | 5 | 1 | 0 | 0 | -1 | 0 | 0 | 0 |
| | NEWCASTLE | KLM UK LTD | S | D | 86 | 2 | 0 | 86 | 6 | 5 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 159 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 4 | 83 | 7 | 110 |
| | STANSTED | KLM UK LTD | S | D | 159 | 0 | 0 | 80 | 13 | 6 | 1 | 0 | 0 | 9 | 85 | 7 | 110 |
| | LUTON | SCOT AIRWAYS | S | A | 85 | 1 | 0 | 85 | 12 | 4 | 0 | 0 | 0 | 5 | 68 | 10 | 19 |
| | LUTON | SCOT AIRWAYS | S | D | 84 | 2 | 0 | 95 | 4 | 1 | 0 | 0 | 0 | -3 | 95 | -5 | 20 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AMSTERDAM | | | | | | | | | | | | | | | | | |
| | MANCHESTER | SCOT AIRWAYS | S | A | 37 | 1 | 3 | 14 | 59 | 24 | 3 | 0 | 0 | 29 | 25 | 23 | 36 |
| | MANCHESTER | SCOT AIRWAYS | S | D | 36 | 0 | 4 | 89 | 8 | 0 | 3 | 0 | 0 | 7 | 92 | -4 | 36 |
| | GATWICK | TRANSAVIA | S | A | 112 | 0 | 0 | 87 | 12 | 2 | 0 | 0 | 0 | 7 | 72 | 17 | 109 |
| | GATWICK | TRANSAVIA | S | D | 112 | 0 | 0 | 88 | 10 | 2 | 0 | 0 | 0 | 5 | 78 | 12 | 109 |
| | HEATHROW | UNITED AIRLINES | S | A | 28 | 1 | 2 | 54 | 32 | 14 | 0 | 0 | 0 | 16 | 83 | 8 | 29 |
| | HEATHROW | UNITED AIRLINES | S | D | 29 | 0 | 1 | 66 | 28 | 0 | 7 | 0 | 0 | 14 | 87 | 2 | 30 |
| **TOTAL AMSTERDAM** | | | | | **3831** | **13** | **15** | **87** | **9** | **4** | **1** | **0** | **0** | **4** | **84** | **7** | **7** |
| ANTALYA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 97 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 54 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 39 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 45 | 0 | 0 | 0 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | C | A | 10 | 0 | 1 | 80 | 20 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | C | D | 9 | 0 | 1 | 33 | 11 | 56 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 1 | 33 | 67 | 0 | 0 | 0 | 0 | 22 | 67 | 36 | 3 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 60 | 63 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 173 | 3 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 22 | 20 | 123 | 5 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 313 | 0 | 0 | 0 |
| | GATWICK | ONUR AIR | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | ONUR AIR | C | D | 5 | 0 | 0 | 20 | 20 | 40 | 0 | 0 | 20 | 215 | 0 | 0 | 0 |
| | MANCHESTER | ONUR AIR | C | A | 5 | 0 | 1 | 20 | 0 | 40 | 40 | 0 | 0 | 57 | 0 | 0 | 0 |
| | MANCHESTER | ONUR AIR | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GATWICK | SUNWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 50 | 16 | 2 |
| | GATWICK | SUNWAYS | C | D | 5 | 0 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 49 | 67 | 32 | 3 |
| | GLASGOW | SUNWAYS | C | A | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GLASGOW | SUNWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MANCHESTER | SUNWAYS | C | A | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -29 | 50 | 19 | 2 |
| | MANCHESTER | SUNWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 13 | 0 | 30 | 3 |
| **TOTAL ANTALYA** | | | | | **103** | **1** | **6** | **56** | **15** | **14** | **12** | **1** | **3** | **41** | **43** | **57** | **57** |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ANTIGUA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 76 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 6 | 0 | 0 | 33 | 0 | 0 | 17 | 33 | 17 | 250 | 25 | 49 | 4 |
| **TOTAL ANTIGUA** | | | | | **12** | **0** | **0** | **17** | **0** | **17** | **42** | **17** | **8** | **164** | **74** | **35** | **35** |
| ANTWERP | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 90 | 0 | 1 | 80 | 18 | 2 | 0 | 0 | 0 | 3 | 94 | 1 | 84 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 86 | 0 | 0 | 87 | 9 | 2 | 1 | 0 | 0 | 4 | 95 | 2 | 84 |
| | HEATHROW | SABENA | S | A | 47 | 0 | 0 | 96 | 2 | 0 | 2 | 0 | 0 | 3 | 93 | 3 | 42 |
| | HEATHROW | SABENA | S | D | 47 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 2 | 100 | -1 | 42 |
| **TOTAL ANTWERP** | | | | | **270** | **0** | **1** | **88** | **10** | **1** | **1** | **0** | **0** | **3** | **95** | **1** | **1** |
| ARRECIFE | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -19 | 100 | -32 | 4 |
| | BIRMINGHAM | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 2 | 100 | -3 | 4 |
| | GATWICK | AIR 2000 | C | A | 12 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 100 | -1 | 8 |
| | GATWICK | AIR 2000 | C | D | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 8 | 75 | 8 | 8 |
| | GLASGOW | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -5 | 75 | 15 | 4 |
| | GLASGOW | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 12 | 75 | 14 | 4 |
| | LUTON | AIR 2000 | C | A | 3 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -37 | 0 | 0 | 0 |
| | LUTON | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 11 | 1 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | -4 | 75 | 184 | 8 |
| | MANCHESTER | AIR 2000 | C | D | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 3 | 92 | -2 | 12 |
| | NEWCASTLE | AIR 2000 | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -27 | 0 | 0 | 0 |
| | NEWCASTLE | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | GLASGOW | AIR EUROPA | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 28 | 0 | 0 | 0 |
| | GLASGOW | AIR EUROPA | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 0 | 0 | 0 |
| | NEWCASTLE | AIR EUROPA | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 28 | 0 | 0 | 0 |
| | GATWICK | AIR OPERATIONS EUROPE | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 36 | 80 | 10 | 5 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 44 | 100 | 1 | 5 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ARRECIFE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 44 | 20 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 89 | 8 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 50 | 40 | 2 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 60 | 14 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 4 | 100 | 5 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 100 | 3 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 1 | 78 | 5 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 2 | 9 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 8 | 0 | 0 | 25 | 38 | 0 | 13 | 13 | 13 | 107 | 50 | 43 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 8 | 0 | 0 | 25 | 25 | 13 | 13 | 13 | 13 | 114 | 75 | 7 | 4 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 7 | 75 | 283 | 4 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 6 | 0 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 28 | 50 | 112 | 4 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 9 | 0 | 0 | 0 | 11 | 44 | 33 | 11 | 0 | 66 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 7 | 0 | 0 | 0 | 0 | 86 | 14 | 0 | 0 | 47 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 2 | 25 | 50 | 0 | 25 | 0 | 0 | 50 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | STANSTED | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 91 | 75 | 8 | 4 |
| | STANSTED | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 33 | 75 | 7 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 3 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 25 | 118 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 16 | 0 | 0 | 44 | 31 | 0 | 19 | 6 | 0 | 47 | 64 | 13 | 14 |
| | GATWICK | MONARCH AIRLINES | C | D | 16 | 0 | 0 | 38 | 25 | 19 | 13 | 6 | 0 | 49 | 79 | 5 | 14 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 73 | 88 | 12 | 8 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 102 | 63 | 19 | 8 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 38 | 13 | 25 | 13 | 13 | 0 | 57 | 100 | -2 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 13 | 38 | 13 | 25 | 13 | 0 | 74 | 100 | 5 | 4 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ARRECIFE | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 13 | 50 | 13 | 25 | 0 | 0 | 51 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 0 | 25 | 120 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 6 | 75 | 308 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 50 | 10 | 4 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 18 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | MANCHESTER | OASIS INTERNATIONAL | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -26 | 71 | -9 | 7 |
| | MANCHESTER | OASIS INTERNATIONAL | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 71 | 8 | 7 |
| **TOTAL ARRECIFE** | | | | | **361** | **8** | **6** | **62** | **16** | **11** | **8** | **3** | **1** | **27** | **72** | **25** | **25** |
| ASHKHABAD | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | TURKMENISTAN AIRLINES | C | A | 2 | 0 | 5 | 100 | 0 | 0 | 0 | 0 | 0 | -27 | 0 | 0 | 0 |
| | HEATHROW | TURKMENISTAN AIRLINES | C | D | 2 | 0 | 5 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 |
| **TOTAL ASHKHABAD** | | | | | **12** | **0** | **10** | **75** | **17** | **0** | **0** | **8** | **0** | **19** | **0** | **0** | **0** |
| ASTURIAS | | | | | | | | | | | | | | | | | |
| ASWAN | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 24 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL ASWAN** | | | | | **10** | **0** | **0** | **70** | **20** | **0** | **10** | **0** | **0** | **15** | **50** | **26** | **26** |
| ATHENS | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 29 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 28 | 100 | -10 | 1 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 42 | 0 | 60 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 20 | 60 | 17 | 5 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ATHENS | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 30 | 0 | 0 | 0 | 17 | 50 | 33 | 0 | 0 | 55 | 3 | 55 | 30 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 30 | 0 | 0 | 40 | 23 | 23 | 13 | 0 | 0 | 30 | 57 | 20 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 32 | 33 | 28 | 7 | 0 | 0 | 26 | 63 | 12 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 70 | 15 | 10 | 5 | 0 | 0 | 9 | 90 | 0 | 60 |
| | GATWICK | MONARCH AIRLINES | C | A | 39 | 1 | 2 | 26 | 23 | 18 | 31 | 3 | 0 | 48 | 18 | 77 | 22 |
| | GATWICK | MONARCH AIRLINES | C | D | 39 | 0 | 1 | 74 | 3 | 10 | 10 | 3 | 0 | 22 | 60 | 41 | 20 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 31 | 0 | 94 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 24 | 75 | 17 | 4 |
| | HEATHROW | OLYMPIC AIRWAYS | S | A | 86 | 0 | 0 | 31 | 26 | 31 | 12 | 0 | 0 | 30 | 34 | 32 | 85 |
| | HEATHROW | OLYMPIC AIRWAYS | S | D | 86 | 2 | 0 | 59 | 14 | 21 | 6 | 0 | 0 | 17 | 66 | 16 | 85 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 25 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | -1 | 92 | -7 | 24 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 25 | 0 | 0 | 64 | 8 | 24 | 4 | 0 | 0 | 18 | 75 | 8 | 24 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 67 | 13 | 17 | 3 | 0 | 0 | 14 | 62 | 20 | 29 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 80 | 3 | 10 | 7 | 0 | 0 | 8 | 82 | 4 | 28 |
| **TOTAL ATHENS** | | | | | **571** | **3** | **3** | **49** | **17** | **23** | **11** | **0** | **0** | **24** | **57** | **23** | **23** |
| ATLANTA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | -5 | 90 | 2 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 90 | 4 | 30 |
| | GATWICK | DELTA AIRLINES | S | A | 60 | 0 | 0 | 55 | 20 | 17 | 8 | 0 | 0 | 14 | 62 | 21 | 60 |
| | GATWICK | DELTA AIRLINES | S | D | 60 | 0 | 0 | 92 | 5 | 2 | 2 | 0 | 0 | 5 | 90 | 8 | 60 |
| | MANCHESTER | DELTA AIRLINES | S | A | 30 | 0 | 0 | 57 | 23 | 13 | 7 | 0 | 0 | 16 | 63 | 24 | 30 |
| | MANCHESTER | DELTA AIRLINES | S | D | 30 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 14 | 30 |
| **TOTAL ATLANTA** | | | | | **240** | **0** | **0** | **78** | **12** | **7** | **3** | **0** | **0** | **7** | **79** | **13** | **13** |
| AUCKLAND INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR NEW ZEALAND LTD | S | A | 19 | 2 | 2 | 26 | 11 | 32 | 32 | 0 | 0 | 50 | 47 | 73 | 17 |
| | HEATHROW | AIR NEW ZEALAND LTD | S | D | 21 | 0 | 0 | 71 | 14 | 5 | 0 | 5 | 5 | 57 | 59 | 25 | 17 |
| **TOTAL AUCKLAND INTERNATIONAL** | | | | | **40** | **3** | **2** | **50** | **13** | **18** | **15** | **3** | **3** | **54** | **53** | **49** | **49** |
| AUGSBURG/MUELHAUSEN | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: A

| | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| AZORES PONTA DELGADA | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAHRAIN | | | | | | | | | | | | | | | | | |
| | HEATHROW | GULF AIR | S | A | 30 | 1 | 0 | 23 | 27 | 40 | 10 | 0 | 0 | 33 | 5 | 48 | 21 |
| | HEATHROW | GULF AIR | S | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 73 | 14 | 37 |
| **TOTAL BAHRAIN** | | | | | **42** | **1** | **0** | **45** | **19** | **29** | **7** | **0** | **0** | **23** | **52** | **36** | **36** |
| BAKU | | | | | | | | | | | | | | | | | |
| | GATWICK | AZERBAIJAN AIRLINES ( AZAL ) | S | A | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 33 | 0 | 70 | 4 |
| | GATWICK | AZERBAIJAN AIRLINES ( AZAL ) | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 12 | 0 | 62 | 4 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 12 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | -5 | 89 | -14 | 9 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 13 | 0 | 0 | 31 | 38 | 23 | 8 | 0 | 0 | 25 | 67 | 12 | 9 |
| **TOTAL BAKU** | | | | | **35** | **0** | **0** | **57** | **20** | **17** | **6** | **0** | **0** | **14** | **54** | **20** | **20** |
| BALI INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | GATWICK | GARUDA INDONESIA | S | A | 9 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 29 | 0 | 212 | 9 |
| | GATWICK | GARUDA INDONESIA | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 17 | 13 | 118 | 8 |
| **TOTAL BALI INTERNATIONAL** | | | | | **18** | **0** | **0** | **61** | **17** | **11** | **11** | **0** | **0** | **23** | **6** | **167** | **167** |
| BALTIMORE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 83 | 10 | 3 | 3 | 0 | 0 | 5 | 90 | 3 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 87 | 7 | 3 | 3 | 0 | 0 | 5 | 100 | -1 | 30 |
| **TOTAL BALTIMORE** | | | | | **60** | **0** | **0** | **85** | **8** | **3** | **3** | **0** | **0** | **5** | **95** | **1** | **1** |
| BANDAR SERI BEGAWAN | | | | | | | | | | | | | | | | | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | A | 16 | 0 | 0 | 38 | 19 | 25 | 19 | 0 | 0 | 32 | 11 | 50 | 18 |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | D | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 9 | 94 | 5 | 18 |
| **TOTAL BANDAR SERI BEGAWAN** | | | | | **32** | **0** | **0** | **63** | **13** | **16** | **9** | **0** | **0** | **20** | **53** | **28** | **28** |
| BANGKOK | | | | | | | | | | | | | | | | | |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | A | 30 | 0 | 0 | 7 | 17 | 37 | 37 | 3 | 0 | 60 | 40 | 59 | 30 |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | D | 29 | 1 | 1 | 52 | 14 | 17 | 14 | 3 | 0 | 31 | 40 | 45 | 30 |
| **TOTAL BANGKOK** | | | | | **59** | **1** | **1** | **29** | **15** | **27** | **25** | **3** | **0** | **46** | **44** | **49** | **49** |
| BANGOR | | | | | | | | | | | | | | | | | |
| BANJUL | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BANJUL | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 45 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 43 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 12 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 36 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 0 | 20 | 0 | 60 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 61 | 0 | 47 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 36 | 100 | -4 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 1 | 0 | 25 | 25 | 50 | 0 | 0 | 81 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| **TOTAL BANJUL** | | | | | **40** | **0** | **1** | **38** | **20** | **20** | **20** | **3** | **0** | **40** | **50** | **22** | **22** |
| BARCELONA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR EUROPA | S | A | 26 | 0 | 0 | 38 | 19 | 35 | 8 | 0 | 0 | 27 | 0 | 0 | 0 |
| | GATWICK | AIR EUROPA | S | D | 26 | 0 | 0 | 69 | 8 | 8 | 12 | 4 | 0 | 29 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 17 | 17 | 50 | 17 | 0 | 0 | 38 | 0 | 39 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 12 | 100 | 2 | 5 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 96 | -4 | 25 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 84 | 8 | 25 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 90 | 0 | 0 | 81 | 12 | 6 | 0 | 1 | 0 | 9 | 92 | -3 | 90 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 90 | 0 | 0 | 82 | 9 | 8 | 1 | 0 | 0 | 8 | 82 | 7 | 90 |
| | HEATHROW | IBERIA | S | A | 90 | 0 | 0 | 84 | 9 | 1 | 6 | 0 | 0 | 5 | 91 | 0 | 90 |
| | HEATHROW | IBERIA | S | D | 90 | 0 | 0 | 93 | 1 | 2 | 3 | 0 | 0 | 1 | 96 | -3 | 90 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 5 | 0 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 58 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 5 | 0 | 0 | 20 | 20 | 0 | 60 | 0 | 0 | 43 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 69 | 0 | 104 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 25 | 13 | 13 | 50 | 0 | 0 | 55 | 50 | 34 | 6 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 132 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 123 | 0 | 0 | 0 |
| **TOTAL BARCELONA** | | | | | **520** | **0** | **0** | **78** | **8** | **8** | **6** | **1** | **0** | **12** | **85** | **5** | **5** |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BARRA | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 26 | 2 | 1 | 88 | 4 | 4 | 4 | 0 | 0 | 4 | 93 | -3 | 30 |
| | GLASGOW | LOGANAIR | S | D | 26 | 1 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | -4 | 100 | -4 | 25 |
| **TOTAL BARRA** | | | | | **52** | **3** | **1** | **92** | **4** | **2** | **2** | **0** | **0** | **0** | **96** | **-3** | **-3** |
| BASLE MULHOUSE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 58 | 0 | 0 | 53 | 28 | 19 | 0 | 0 | 0 | 16 | 75 | 12 | 55 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 0 | 76 | 17 | 7 | 0 | 0 | 0 | 10 | 67 | 12 | 55 |
| | HEATHROW | SWISS AIRLINES | S | A | 60 | 0 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 2 | 90 | 5 | 59 |
| | HEATHROW | SWISS AIRLINES | S | D | 60 | 0 | 0 | 82 | 12 | 5 | 2 | 0 | 0 | 6 | 75 | 8 | 60 |
| | MANCHESTER | SWISS AIRLINES | S | A | 52 | 0 | 0 | 62 | 29 | 8 | 2 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | SWISS AIRLINES | S | D | 52 | 0 | 0 | 75 | 19 | 4 | 2 | 0 | 0 | 9 | 0 | 0 | 0 |
| **TOTAL BASLE MULHOUSE** | | | | | **342** | **0** | **0** | **73** | **18** | **8** | **1** | **0** | **0** | **9** | **76** | **9** | **9** |
| BEAUVAIS | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 0 | 71 | 0 | 29 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 22 | 0 | 0 | 0 |
| **TOTAL BEAUVAIS** | | | | | **14** | **0** | **0** | **64** | **7** | **21** | **7** | **0** | **0** | **17** | **67** | **28** | **28** |
| BEIJING | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CHINA | S | A | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 24 | 44 | 38 | 9 |
| | HEATHROW | AIR CHINA | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 67 | 8 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 44 | 23 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 89 | 2 | 9 |
| **TOTAL BEIJING** | | | | | **32** | **0** | **0** | **81** | **6** | **6** | **6** | **0** | **0** | **8** | **61** | **18** | **18** |
| BEIRUT | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -11 | 95 | -22 | 22 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 95 | -2 | 22 |
| | HEATHROW | MEA | S | A | 17 | 0 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 5 | 72 | 7 | 18 |
| | HEATHROW | MEA | S | D | 17 | 0 | 0 | 59 | 29 | 6 | 0 | 6 | 0 | 26 | 82 | 8 | 17 |
| **TOTAL BEIRUT** | | | | | **45** | **0** | **0** | **76** | **16** | **7** | **0** | **2** | **0** | **10** | **87** | **-3** | **-3** |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BELFAST CITY | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 72 | 4 | 2 | 92 | 4 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 72 | 3 | 2 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 81 | 1 | 1 | 91 | 2 | 2 | 4 | 0 | 0 | 4 | 95 | 1 | 74 |
| | LUTON | BRITISH REGIONAL AIRLINES LTD | S | A | 27 | 3 | 1 | 78 | 11 | 4 | 7 | 0 | 0 | 10 | 87 | 4 | 39 |
| | LUTON | BRITISH REGIONAL AIRLINES LTD | S | D | 29 | 1 | 0 | 86 | 7 | 0 | 7 | 0 | 0 | 9 | 90 | 2 | 42 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 109 | 0 | 1 | 91 | 3 | 4 | 3 | 0 | 0 | 5 | 88 | 2 | 133 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 110 | 0 | 0 | 95 | 4 | 1 | 1 | 0 | 0 | -2 | 90 | 0 | 133 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | A | 102 | 0 | 0 | 91 | 3 | 3 | 2 | 1 | 0 | 4 | 96 | -3 | 99 |
| | BIRMINGHAM | FLYBE.BRITISH EUROPEAN | S | D | 102 | 0 | 0 | 91 | 3 | 2 | 3 | 1 | 0 | 10 | 95 | 4 | 99 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | A | 120 | 1 | 0 | 72 | 15 | 6 | 7 | 1 | 0 | 14 | 96 | -4 | 117 |
| | GATWICK | FLYBE.BRITISH EUROPEAN | S | D | 120 | 0 | 0 | 80 | 7 | 5 | 7 | 2 | 0 | 19 | 91 | 5 | 117 |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | A | 74 | 1 | 1 | 85 | 4 | 5 | 5 | 0 | 0 | 6 | 96 | -4 | 99 |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | D | 74 | 1 | 0 | 73 | 14 | 5 | 7 | 1 | 0 | 16 | 93 | 2 | 99 |
| | NEWCASTLE | GILL AIRWAYS | S | A | 107 | 1 | 1 | 82 | 9 | 5 | 4 | 0 | 0 | 8 | 0 | 0 | 0 |
| | NEWCASTLE | GILL AIRWAYS | S | D | 108 | 3 | 0 | 85 | 6 | 5 | 4 | 1 | 0 | 8 | 0 | 0 | 0 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 16 | 0 | 0 | 0 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 50 | 0 | 0 | 0 |
| **TOTAL BELFAST CITY** | | | | | **1315** | **19** | **9** | **86** | **6** | **3** | **4** | **1** | **0** | **8** | **93** | **1** | **1** |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 246 | 0 | 0 | 87 | 9 | 3 | 1 | 0 | 0 | 6 | 92 | 1 | 243 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 247 | 0 | 0 | 94 | 4 | 1 | 2 | 0 | 0 | 0 | 98 | -3 | 243 |
| | MANCHESTER | BMI REGIONAL | S | A | 83 | 0 | 3 | 94 | 4 | 1 | 1 | 0 | 0 | 3 | 89 | 6 | 85 |
| | MANCHESTER | BMI REGIONAL | S | D | 82 | 0 | 4 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 94 | -3 | 85 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 178 | 1 | 0 | 78 | 17 | 5 | 1 | 0 | 0 | 10 | 81 | 5 | 178 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 178 | 1 | 0 | 89 | 10 | 1 | 0 | 0 | 0 | 2 | 95 | 0 | 178 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 108 | 1 | 0 | 94 | 2 | 2 | 3 | 0 | 0 | -1 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 107 | 1 | 1 | 95 | 0 | 3 | 2 | 0 | 0 | -1 | 0 | 0 | 0 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 106 | 0 | 0 | 98 | 1 | 0 | 1 | 0 | 0 | 2 | 98 | 0 | 101 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 106 | 0 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 1 | 94 | 4 | 102 |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | A | 63 | 4 | 0 | 83 | 8 | 3 | 6 | 0 | 0 | 10 | 0 | 0 | 0 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS MATCHED | UNMATCHED Actual (7) | UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995 % Early to 15 | APR 1995 Average Delay (mins) | APR 1995 No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | D | 64 | 3 | 0 | 73 | 19 | 3 | 5 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | A | 115 | 1 | 2 | 97 | 3 | 0 | 0 | 0 | 0 | -1 | 96 | 0 | 109 |
| | GLASGOW | LOGANAIR | S | D | 113 | 1 | 3 | 97 | 3 | 0 | 0 | 0 | 0 | -1 | 97 | 0 | 108 |
| **TOTAL BELFAST INTERNATIONAL** | | | | | **1796** | **13** | **13** | **91** | **6** | **2** | **1** | **0** | **0** | **3** | **91** | **2** | **2** |
| BELGRADE | | | | | | | | | | | | | | | | | |
| | HEATHROW | JATAIRWAYS | S | A | 22 | 0 | 0 | 86 | 5 | 5 | 0 | 5 | 0 | 4 | 86 | 2 | 22 |
| | HEATHROW | JATAIRWAYS | S | D | 22 | 0 | 0 | 82 | 14 | 0 | 0 | 5 | 0 | 14 | 73 | 4 | 22 |
| **TOTAL BELGRADE** | | | | | **44** | **0** | **0** | **84** | **9** | **2** | **0** | **5** | **0** | **9** | **80** | **3** | **3** |
| BENBECULA | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 4 | 100 | -4 | 25 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 3 | 96 | 0 | 25 |
| **TOTAL BENBECULA** | | | | | **52** | **0** | **0** | **96** | **0** | **0** | **4** | **0** | **0** | **4** | **98** | **-2** | **-2** |
| BERGAMO | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 37 | 0 | 0 | 0 |
| **TOTAL BERGAMO** | | | | | **9** | **0** | **1** | **56** | **22** | **11** | **11** | **0** | **0** | **20** | **44** | **28** | **28** |
| BERGEN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 30 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | -3 | 90 | 4 | 30 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 30 | 0 | 0 | 90 | 0 | 3 | 7 | 0 | 0 | 9 | 100 | -1 | 30 |
| | GATWICK | BRAATHENS ASA | S | A | 34 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 83 | 4 | 30 |
| | GATWICK | BRAATHENS ASA | S | D | 32 | 0 | 1 | 69 | 31 | 0 | 0 | 0 | 0 | 9 | 97 | -6 | 30 |
| | NEWCASTLE | BRAATHENS ASA | S | A | 26 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | NEWCASTLE | BRAATHENS ASA | S | D | 26 | 0 | 0 | 65 | 23 | 12 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL BERGEN** | | | | | **182** | **1** | **1** | **86** | **10** | **2** | **2** | **0** | **0** | **4** | **93** | **0** | **0** |
| BERLIN (SCHONEFELD) | | | | | | | | | | | | | | | | | |
| **TOTAL BERLIN (SCHONEFELD)** | | | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | **0** |
| BERLIN (TEGEL) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 120 | 0 | 0 | 79 | 15 | 5 | 1 | 0 | 0 | 3 | 89 | 0 | 115 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 120 | 0 | 0 | 88 | 7 | 3 | 2 | 0 | 0 | 5 | 96 | 3 | 115 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BERLIN (TEGEL) | | | | | | | | | | | | | | | | | |
| | GATWICK | DEUTSCHE BA | S | A | 63 | 0 | 0 | 59 | 19 | 13 | 8 | 2 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | DEUTSCHE BA | S | D | 63 | 0 | 0 | 71 | 14 | 6 | 6 | 2 | 0 | 17 | 0 | 0 | 0 |
| | HEATHROW | LUFTHANSA | S | A | 60 | 0 | 0 | 57 | 27 | 17 | 0 | 0 | 0 | 12 | 65 | 11 | 60 |
| | HEATHROW | LUFTHANSA | S | D | 60 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -3 | 100 | -5 | 60 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 33 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 30 | 0 | 0 | 0 |
| **TOTAL BERLIN (TEGEL)** | | | | | **492** | **2** | **0** | **77** | **13** | **7** | **3** | **0** | **0** | **8** | **89** | **2** | **2** |
| BERMUDA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | -7 | 92 | -7 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 6 | 85 | 13 | 13 |
| **TOTAL BERMUDA** | | | | | **33** | **0** | **0** | **91** | **3** | **3** | **3** | **0** | **0** | **-1** | **88** | **3** | **3** |
| BILBAO | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 19 | 1 |
| | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 100 | -1 | 1 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 22 | 0 | 17 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 7 | 2 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | -1 | 93 | -2 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 4 | 97 | 0 | 30 |
| | HEATHROW | IBERIA | S | A | 33 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 3 | 83 | 5 | 30 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | -4 | 100 | -10 | 30 |
| **TOTAL BILBAO** | | | | | **139** | **0** | **0** | **87** | **9** | **2** | **1** | **0** | **0** | **3** | **90** | **0** | **0** |
| BILLUND | | | | | | | | | | | | | | | | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | GATWICK | MAERSK AIR | S | A | 82 | 0 | 0 | 66 | 26 | 5 | 4 | 0 | 0 | 15 | 76 | 12 | 58 |
| | GATWICK | MAERSK AIR | S | D | 82 | 0 | 0 | 80 | 10 | 5 | 5 | 0 | 0 | 12 | 83 | 10 | 58 |
| | STANSTED | MAERSK AIR | C | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | STANSTED | MAERSK AIR | C | D | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 21 | 0 | 0 | 0 |
| | BIRMINGHAM | NEWAIR AIR SERVICE | S | A | 43 | 0 | 5 | 93 | 5 | 0 | 2 | 0 | 0 | 3 | 75 | 6 | 40 |
| | BIRMINGHAM | NEWAIR AIR SERVICE | S | D | 43 | 0 | 5 | 93 | 5 | 0 | 2 | 0 | 0 | 2 | 80 | 3 | 40 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BILLUND | | | | | | | | | | | | | | | | | |
| | MANCHESTER | NEWAIR AIR SERVICE | S | A | 43 | 0 | 5 | 84 | 14 | 0 | 2 | 0 | 0 | 8 | 78 | 8 | 40 |
| | MANCHESTER | NEWAIR AIR SERVICE | S | D | 43 | 0 | 5 | 98 | 0 | 0 | 2 | 0 | 0 | -6 | 85 | -4 | 40 |
| **TOTAL BILLUND** | | | | | **354** | **1** | **20** | **82** | **12** | **3** | **3** | **0** | **0** | **8** | **79** | **6** | **6** |
| BIRMINGHAM | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 43 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 42 | 0 | 0 | 88 | 5 | 5 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 190 | 0 | 2 | 92 | 7 | 1 | 1 | 0 | 0 | 3 | 86 | 7 | 110 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 188 | 0 | 4 | 96 | 3 | 1 | 1 | 0 | 0 | 0 | 96 | -2 | 101 |
| | NEWCASTLE | DUO AIRWAYS LTD | S | A | 79 | 2 | 1 | 91 | 4 | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| | NEWCASTLE | DUO AIRWAYS LTD | S | D | 78 | 2 | 2 | 95 | 1 | 3 | 1 | 0 | 0 | -4 | 0 | 0 | 0 |
| **TOTAL BIRMINGHAM** | | | | | **622** | **5** | **10** | **93** | **4** | **2** | **1** | **0** | **0** | **2** | **91** | **3** | **3** |
| BISHKEK (FRUNZE) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| **TOTAL BISHKEK (FRUNZE)** | | | | | **5** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-5** | **0** | **0** | **0** |
| BOGOTA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -18 | 100 | -12 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 8 | 89 | 7 | 9 |
| **TOTAL BOGOTA** | | | | | **17** | **0** | **0** | **82** | **18** | **0** | **0** | **0** | **0** | **-6** | **94** | **-3** | **-3** |
| BOLOGNA | | | | | | | | | | | | | | | | | |
| | GATWICK | ALITALIA | S | A | 30 | 0 | 0 | 40 | 37 | 20 | 3 | 0 | 0 | 20 | 73 | 10 | 30 |
| | GATWICK | ALITALIA | S | D | 30 | 0 | 0 | 57 | 13 | 27 | 3 | 0 | 0 | 20 | 67 | 11 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 32 | 0 | 1 | 56 | 31 | 9 | 3 | 0 | 0 | 17 | 73 | 12 | 33 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 32 | 0 | 1 | 56 | 28 | 9 | 6 | 0 | 0 | 16 | 88 | 5 | 33 |
| | STANSTED | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 54 | 56 | 21 | 9 |
| | GATWICK | MONARCH AIRLINES | C | D | 7 | 0 | 0 | 43 | 29 | 0 | 29 | 0 | 0 | 40 | 75 | 15 | 8 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS MATCHED | UNMATCHED Actual (7) | UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995 % Early to 15 | APR 1995 Average Delay (mins) | APR 1995 No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BOLOGNA | | | | | | | | | | | | | | | | | |
| **TOTAL BOLOGNA** | | | | | **143** | **0** | **2** | **50** | **27** | **15** | **8** | **0** | **0** | **21** | **68** | **22** | **22** |
| BORDEAUX | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INTER EUROPE | S | A | 30 | 0 | 0 | 83 | 10 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | HEATHROW | AIR INTER EUROPE | S | D | 30 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GATWICK | AIR LIB | S | A | 46 | 0 | 2 | 87 | 11 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | AIR LIB | S | D | 44 | 0 | 2 | 86 | 7 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 60 | 0 | 0 | 77 | 15 | 5 | 3 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 60 | 0 | 0 | 88 | 2 | 7 | 3 | 0 | 0 | 5 | 0 | 0 | 0 |
| **TOTAL BORDEAUX** | | | | | **270** | **0** | **4** | **85** | **9** | **4** | **2** | **0** | **0** | **6** | **87** | **4** | **4** |
| BOSTON | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 60 | 0 | 0 | 47 | 35 | 15 | 3 | 0 | 0 | 19 | 83 | 7 | 30 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 60 | 0 | 0 | 93 | 5 | 0 | 2 | 0 | 0 | -1 | 97 | 2 | 30 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 68 | 18 | 5 | 9 | 0 | 0 | 9 | 90 | -13 | 20 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 86 | 0 | 5 | 5 | 5 | 0 | 22 | 90 | 7 | 20 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 1 | 73 | 17 | 8 | 2 | 0 | 0 | 9 | 90 | 3 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 90 | 5 | 2 | 2 | 0 | 2 | 24 | 85 | 6 | 60 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 28 | 1 | 2 | 68 | 14 | 4 | 11 | 0 | 4 | 26 | 87 | -4 | 30 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 29 | 0 | 1 | 76 | 10 | 0 | 7 | 3 | 3 | 32 | 97 | 2 | 30 |
| **TOTAL BOSTON** | | | | | **340** | **1** | **4** | **75** | **14** | **5** | **4** | **1** | **1** | **16** | **84** | **5** | **5** |
| BOURNEMOUTH | | | | | | | | | | | | | | | | | |
| **TOTAL BOURNEMOUTH** | | | | | **2** | **0** | **0** | **50** | **0** | **50** | **0** | **0** | **0** | **16** | **0** | **0** | **0** |
| BREMEN | | | | | | | | | | | | | | | | | |
| | GATWICK | DEUTSCHE BA | S | A | 88 | 0 | 0 | 94 | 3 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | DEUTSCHE BA | S | D | 87 | 0 | 0 | 89 | 10 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | HEATHROW | LUFTHANSA | S | A | 30 | 0 | 0 | 13 | 53 | 30 | 3 | 0 | 0 | 27 | 55 | 14 | 29 |
| | HEATHROW | LUFTHANSA | S | D | 30 | 0 | 0 | 63 | 33 | 3 | 0 | 0 | 0 | 12 | 76 | 8 | 29 |
| **TOTAL BREMEN** | | | | | **237** | **0** | **0** | **78** | **16** | **5** | **1** | **0** | **0** | **7** | **72** | **9** | **9** |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BREST | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 29 | 0 | 1 | 86 | 10 | 3 | 0 | 0 | 0 | 8 | 83 | 11 | 30 |
| | GATWICK | BRIT AIR | S | D | 29 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 93 | 2 | 30 |
| **TOTAL BREST** | | | | | **58** | **0** | **2** | **93** | **5** | **2** | **0** | **0** | **0** | **5** | **88** | **7** | **7** |
| BRIDGETOWN | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 62 | 2 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 15 | 67 | 15 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 44 | 0 | 22 | 33 | 0 | 0 | 43 | 67 | 22 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 100 | -8 | 2 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 3 | 100 | 5 | 2 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 8 | 1 | 0 | 25 | 13 | 13 | 50 | 0 | 0 | 64 | 40 | 24 | 5 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 22 | 67 | 15 | 9 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 56 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 62 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -1 | 50 | 200 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 67 | 6 | 3 |
| **TOTAL BRIDGETOWN** | | | | | **74** | **1** | **0** | **66** | **12** | **4** | **15** | **3** | **0** | **23** | **59** | **52** | **52** |
| BRISBANE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 46 | 0 | 46 | 8 | 0 | 0 | 32 | 43 | 22 | 21 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 8 | 108 | 95 | 0 | 22 |
| **TOTAL BRISBANE** | | | | | **26** | **0** | **0** | **69** | **0** | **23** | **4** | **0** | **4** | **70** | **70** | **11** | **11** |
| BRISTOL | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 74 | 2 | 1 | 89 | 5 | 4 | 1 | 0 | 0 | 6 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 71 | 4 | 4 | 89 | 4 | 4 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 100 | 1 | 1 | 89 | 5 | 4 | 2 | 0 | 0 | 6 | 91 | 7 | 97 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRISTOL | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 100 | 1 | 1 | 91 | 5 | 2 | 2 | 0 | 0 | 4 | 94 | 2 | 96 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 46 | 1 | 2 | 89 | 7 | 2 | 2 | 0 | 0 | -8 | 0 | 0 | 0 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 24 | 0 | 1 | 79 | 8 | 4 | 8 | 0 | 0 | 13 | 0 | 0 | 0 |
| **TOTAL BRISTOL** | | | | | **415** | **9** | **10** | **89** | **5** | **3** | **2** | **0** | **0** | **5** | **92** | **4** | **4** |
| BRUGGEN | | | | | | | | | | | | | | | | | |
| BRUSSELS | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMI BRITISH MIDLAND | S | A | 67 | 0 | 3 | 81 | 18 | 1 | 0 | 0 | 0 | 5 | 79 | 9 | 78 |
| | BIRMINGHAM | BMI BRITISH MIDLAND | S | D | 67 | 0 | 3 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 88 | 7 | 78 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 174 | 1 | 1 | 77 | 17 | 5 | 1 | 0 | 0 | 9 | 87 | 2 | 188 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 174 | 1 | 1 | 95 | 3 | 2 | 0 | 0 | 0 | 0 | 92 | 0 | 188 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 94 | 0 | 0 | 90 | 7 | 2 | 0 | 0 | 0 | 5 | 84 | 6 | 102 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 94 | 0 | 0 | 87 | 4 | 6 | 2 | 0 | 0 | 6 | 96 | 1 | 102 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 49 | 0 | 0 | 84 | 8 | 8 | 0 | 0 | 0 | 7 | 71 | 15 | 45 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 50 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 2 | 93 | 3 | 45 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 162 | 0 | 0 | 75 | 22 | 1 | 1 | 0 | 0 | 9 | 87 | 3 | 185 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 162 | 0 | 0 | 93 | 5 | 1 | 1 | 0 | 0 | 0 | 95 | 0 | 186 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 45 | 0 | 1 | 91 | 2 | 2 | 4 | 0 | 0 | 7 | 86 | 5 | 44 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 45 | 0 | 1 | 67 | 13 | 11 | 9 | 0 | 0 | 16 | 84 | 7 | 44 |
| | STANSTED | KLM UK LTD | S | A | 95 | 1 | 2 | 83 | 14 | 2 | 1 | 0 | 0 | 3 | 77 | 9 | 86 |
| | STANSTED | KLM UK LTD | S | D | 95 | 1 | 2 | 85 | 9 | 4 | 1 | 0 | 0 | 7 | 87 | 7 | 86 |
| | EDINBURGH | SABENA | S | A | 56 | 0 | 0 | 86 | 5 | 4 | 5 | 0 | 0 | 8 | 0 | 0 | 0 |
| | EDINBURGH | SABENA | S | D | 54 | 0 | 2 | 57 | 17 | 19 | 7 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GLASGOW | SABENA | S | A | 56 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | -7 | 47 | 24 | 55 |
| | GLASGOW | SABENA | S | D | 56 | 0 | 0 | 71 | 18 | 7 | 4 | 0 | 0 | 11 | 62 | 20 | 55 |
| | HEATHROW | SABENA | S | A | 241 | 0 | 4 | 83 | 12 | 4 | 1 | 0 | 0 | 5 | 87 | 3 | 228 |
| | HEATHROW | SABENA | S | D | 241 | 0 | 4 | 94 | 5 | 1 | 0 | 0 | 0 | 1 | 96 | -1 | 228 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRUSSELS | | | | | | | | | | | | | | | | | |
| | MANCHESTER | SABENA | S | A | 26 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 6 | 48 | 21 | 25 |
| | MANCHESTER | SABENA | S | D | 56 | 0 | 0 | 95 | 4 | 2 | 0 | 0 | 0 | 0 | 73 | 8 | 30 |
| | NEWCASTLE | SABENA | S | A | 104 | 2 | 0 | 95 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | SABENA | S | D | 104 | 3 | 0 | 88 | 8 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 0 |
| | HEATHROW | UNITED AIRLINES | S | A | 23 | 0 | 1 | 78 | 17 | 4 | 0 | 0 | 0 | 9 | 83 | 4 | 30 |
| | HEATHROW | UNITED AIRLINES | S | D | 23 | 0 | 1 | 65 | 26 | 9 | 0 | 0 | 0 | 13 | 93 | -3 | 29 |
| **TOTAL BRUSSELS** | | | | | **2413** | **9** | **26** | **86** | **9** | **3** | **1** | **0** | **0** | **5** | **86** | **4** | **4** |
| BUCHAREST (OTOPENI) | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 12 | 0 | 0 | 42 | 17 | 25 | 17 | 0 | 0 | 28 | 58 | 19 | 12 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 12 | 0 | 0 | 67 | 8 | 17 | 8 | 0 | 0 | 21 | 75 | 8 | 12 |
| | HEATHROW | TAROM | S | A | 30 | 0 | 9 | 83 | 3 | 3 | 10 | 0 | 0 | 0 | 55 | 18 | 38 |
| | HEATHROW | TAROM | S | D | 30 | 0 | 9 | 60 | 27 | 3 | 10 | 0 | 0 | 19 | 64 | 13 | 39 |
| **TOTAL BUCHAREST (OTOPENI)** | | | | | **84** | **0** | **18** | **67** | **14** | **8** | **11** | **0** | **0** | **14** | **63** | **16** | **16** |
| BUDAPEST | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 3 | 92 | 0 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 85 | 12 | 3 | 0 | 0 | 0 | 6 | 87 | 5 | 60 |
| | HEATHROW | MALEV (HUNGARIAN AIRLINES) | S | A | 60 | 0 | 0 | 87 | 8 | 2 | 3 | 0 | 0 | 2 | 70 | 9 | 60 |
| | HEATHROW | MALEV (HUNGARIAN AIRLINES) | S | D | 60 | 0 | 0 | 90 | 8 | 0 | 2 | 0 | 0 | 5 | 83 | 3 | 60 |
| **TOTAL BUDAPEST** | | | | | **242** | **0** | **0** | **87** | **10** | **2** | **1** | **0** | **0** | **4** | **83** | **4** | **4** |
| BUENOS AIRES | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROLINEAS ARGENTINAS | S | A | 6 | 0 | 2 | 67 | 17 | 17 | 0 | 0 | 0 | 7 | 0 | 24 | 4 |
| | HEATHROW | AEROLINEAS ARGENTINAS | S | D | 5 | 1 | 3 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 100 | 3 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -11 | 75 | 4 | 12 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -3 | 100 | -5 | 13 |
| **TOTAL BUENOS AIRES** | | | | | **37** | **1** | **5** | **86** | **11** | **3** | **0** | **0** | **0** | **-3** | **79** | **3** | **3** |
| BURGAS | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAEN | | | | | | | | | | | | | | | | | |
| CAGLIARI (ELMAS) | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | MERIDIANA AIR | S | A | 30 | 0 | 0 | 37 | 23 | 27 | 13 | 0 | 0 | 31 | 0 | 0 | 0 |
| | GATWICK | MERIDIANA AIR | S | D | 28 | 0 | 2 | 50 | 29 | 11 | 11 | 0 | 0 | 24 | 0 | 0 | 0 |
| **TOTAL CAGLIARI (ELMAS)** | | | | | **62** | **0** | **2** | **47** | **24** | **18** | **11** | **0** | **0** | **26** | **50** | **27** | **27** |
| CAIRO | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 67 | 27 | 7 | 0 | 0 | 0 | 11 | 93 | 29 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 80 | 7 | 3 | 10 | 0 | 0 | 12 | 93 | 0 | 30 |
| | HEATHROW | EGYPT AIR | S | A | 31 | 1 | 2 | 16 | 42 | 23 | 16 | 3 | 0 | 41 | 33 | 22 | 30 |
| | HEATHROW | EGYPT AIR | S | D | 31 | 0 | 2 | 29 | 29 | 23 | 13 | 6 | 0 | 45 | 47 | 20 | 30 |
| | MANCHESTER | EGYPT AIR | C | A | 4 | 0 | 1 | 0 | 50 | 0 | 25 | 25 | 0 | 95 | 0 | 0 | 0 |
| | MANCHESTER | EGYPT AIR | C | D | 5 | 0 | 0 | 20 | 0 | 40 | 20 | 20 | 0 | 97 | 0 | 0 | 0 |
| **TOTAL CAIRO** | | | | | **131** | **1** | **5** | **45** | **26** | **15** | **11** | **4** | **0** | **32** | **66** | **16** | **16** |
| CALCUTTA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 41 | 0 | 110 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 89 | 8 | 9 |
| **TOTAL CALCUTTA** | | | | | **18** | **0** | **0** | **72** | **6** | **11** | **11** | **0** | **0** | **22** | **47** | **56** | **56** |
| CALGARY | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 12 | 0 | 0 | 67 | 17 | 8 | 0 | 8 | 0 | 18 | 58 | 14 | 12 |
| | HEATHROW | AIR CANADA | S | D | 12 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | -1 | 100 | 3 | 11 |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | A | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| **TOTAL CALGARY** | | | | | **37** | **0** | **1** | **78** | **16** | **3** | **0** | **3** | **0** | **5** | **75** | **13** | **13** |
| CALVI | | | | | | | | | | | | | | | | | |
| | GATWICK | KLM UK LTD | C | A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 43 | 0 | 0 | 0 |
| **TOTAL CALVI** | | | | | **4** | **0** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **39** | **13** | **43** | **43** |
| CAMAGUEY | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAMAGUEY | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 162 | 0 | 195 | 2 |
| **TOTAL CAMAGUEY** | | | | | **2** | **0** | **0** | **0** | **0** | **0** | **50** | **50** | **0** | **162** | **0** | **131** | **131** |
| CAMBRIDGE | | | | | | | | | | | | | | | | | |
| | LUTON | SCOT AIRWAYS | S | A | 21 | 1 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | LUTON | SCOT AIRWAYS | S | D | 22 | 1 | 0 | 68 | 9 | 14 | 5 | 5 | 0 | 20 | 0 | 0 | 0 |
| | MANCHESTER | SCOT AIRWAYS | S | A | 39 | 0 | 1 | 92 | 3 | 3 | 3 | 0 | 0 | 6 | 94 | 3 | 36 |
| | MANCHESTER | SCOT AIRWAYS | S | D | 39 | 1 | 1 | 79 | 18 | 3 | 0 | 0 | 0 | 1 | 83 | 2 | 36 |
| **TOTAL CAMBRIDGE** | | | | | **121** | **3** | **2** | **83** | **9** | **5** | **2** | **1** | **0** | **5** | **89** | **3** | **3** |
| CAMPBELTOWN | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 24 | 1 | 1 | 71 | 13 | 8 | 8 | 0 | 0 | 16 | 81 | 3 | 31 |
| | GLASGOW | LOGANAIR | S | D | 23 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 3 | 90 | 2 | 39 |
| **TOTAL CAMPBELTOWN** | | | | | **47** | **1** | **1** | **79** | **11** | **6** | **4** | **0** | **0** | **9** | **86** | **3** | **3** |
| CANCUN | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| **TOTAL CANCUN** | | | | | **9** | **0** | **0** | **67** | **22** | **11** | **0** | **0** | **0** | **14** | **40** | **132** | **132** |
| CAPE TOWN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 14 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 4 | 77 | 12 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 77 | 9 | 13 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 12 | 0 | 0 | 58 | 8 | 8 | 17 | 0 | 8 | 56 | 60 | 10 | 5 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 8 | 80 | 20 | 5 |
| **TOTAL CAPE TOWN** | | | | | **51** | **0** | **0** | **82** | **8** | **4** | **4** | **0** | **2** | **15** | **75** | **11** | **11** |
| CARACAS | | | | | | | | | | | | | | | | | |
| | HEATHROW | VIASA | S | A | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | -4 | 33 | 37 | 9 |
| | HEATHROW | VIASA | S | D | 9 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 27 | 33 | 42 | 9 |
| **TOTAL CARACAS** | | | | | **18** | **0** | **0** | **67** | **11** | **6** | **17** | **0** | **0** | **11** | **33** | **39** | **39** |
| CARDIFF WALES | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 22 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARDIFF WALES | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 22 | 0 | 0 | 91 | 5 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 64 | 0 | 0 | 91 | 5 | 5 | 0 | 0 | 0 | 4 | 90 | 4 | 58 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 63 | 1 | 1 | 95 | 2 | 3 | 0 | 0 | 0 | 0 | 95 | 1 | 58 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 35 | 0 | 0 | 43 | 46 | 9 | 3 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 37 | 0 | 0 | 92 | 3 | 3 | 3 | 0 | 0 | -1 | 0 | 0 | 0 |
| **TOTAL CARDIFF WALES** | | | | | **243** | **1** | **1** | **86** | **9** | **5** | **1** | **0** | **0** | **4** | **92** | **3** | **3** |
| CASABLANCA MOHAMED V | | | | | | | | | | | | | | | | | |
| | HEATHROW | GB AIRWAYS LTD | S | A | 30 | 0 | 0 | 67 | 7 | 10 | 10 | 7 | 0 | 39 | 43 | 29 | 21 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 30 | 0 | 0 | 57 | 13 | 17 | 10 | 3 | 0 | 36 | 48 | 43 | 21 |
| | HEATHROW | ROYAL AIR MAROC | S | A | 26 | 0 | 0 | 65 | 19 | 15 | 0 | 0 | 0 | 16 | 69 | 10 | 26 |
| | HEATHROW | ROYAL AIR MAROC | S | D | 26 | 0 | 0 | 81 | 4 | 12 | 4 | 0 | 0 | 7 | 73 | 7 | 26 |
| **TOTAL CASABLANCA MOHAMED V** | | | | | **112** | **0** | **0** | **67** | **11** | **13** | **6** | **3** | **0** | **26** | **58** | **22** | **22** |
| CATANIA (FONTANAROSSA) | | | | | | | | | | | | | | | | | |
| | GATWICK | ALITALIA | S | A | 30 | 0 | 0 | 37 | 27 | 33 | 3 | 0 | 0 | 25 | 80 | 11 | 30 |
| | GATWICK | ALITALIA | S | D | 30 | 0 | 0 | 67 | 23 | 7 | 3 | 0 | 0 | 15 | 70 | 13 | 30 |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 2 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 55 | 0 | 91 | 3 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 67 | 28 | 3 |
| **TOTAL CATANIA (FONTANAROSSA)** | | | | | **67** | **4** | **1** | **51** | **22** | **22** | **4** | **0** | **0** | **21** | **73** | **15** | **15** |
| CATANIA (SIGONELLA) | | | | | | | | | | | | | | | | | |
| CHAMBERY | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AER LINGUS | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MANCHESTER | AER LINGUS | C | D | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BIRMINGHAM | BA CITIEXPRESS (IOM) LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | BIRMINGHAM | BA CITIEXPRESS (IOM) LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GLASGOW | BRITISH WORLD AIRLINES LTD | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 22 | 50 | 13 | 2 |
| | GLASGOW | BRITISH WORLD AIRLINES LTD | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 31 | 100 | 7 | 2 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 100 | -12 | 3 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | 2 |
| | GATWICK | FLIGHTLINE LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -24 | 25 | 36 | 4 |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CHAMBERY | | | | | | | | | | | | | | | | | |
| | GATWICK | FLIGHTLINE LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -17 | 25 | 20 | 4 |
| | GATWICK | KLM UK LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GATWICK | KLM UK LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GLASGOW | KLM UK LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL CHAMBERY** | | | | | **31** | **0** | **3** | **74** | **10** | **16** | **0** | **0** | **0** | **4** | **51** | **18** | **18** |
| CHANIA | | | | | | | | | | | | | | | | | |
| CHARLOTTE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 57 | 10 | 30 | 3 | 0 | 0 | 18 | 83 | 5 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | 4 | 86 | 3 | 29 |
| **TOTAL CHARLOTTE** | | | | | **60** | **0** | **0** | **75** | **7** | **17** | **2** | **0** | **0** | **11** | **85** | **4** | **4** |
| CHICAGO (O'HARE) | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 67 | 13 | 7 | 13 | 0 | 0 | 21 | 0 | 0 | 0 |
| | BIRMINGHAM | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| | HEATHROW | AMERICAN AIRLINES | S | A | 90 | 0 | 0 | 33 | 29 | 20 | 11 | 6 | 1 | 48 | 41 | 26 | 88 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 97 | 1 | 0 | 89 | 9 | 1 | 1 | 0 | 0 | 7 | 95 | 3 | 88 |
| | MANCHESTER | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 50 | 23 | 17 | 10 | 0 | 0 | 20 | 67 | 6 | 30 |
| | MANCHESTER | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 2 | 93 | 6 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 87 | 5 | 3 | 3 | 0 | 2 | 11 | 88 | -4 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 5 | 88 | 7 | 60 |
| | HEATHROW | UNITED AIRLINES | S | A | 29 | 0 | 1 | 45 | 7 | 34 | 14 | 0 | 0 | 32 | 0 | 0 | 0 |
| | HEATHROW | UNITED AIRLINES | S | D | 30 | 0 | 0 | 83 | 10 | 3 | 3 | 0 | 0 | 9 | 0 | 0 | 0 |
| **TOTAL CHICAGO (O'HARE)** | | | | | **486** | **2** | **1** | **72** | **12** | **9** | **6** | **1** | **0** | **17** | **76** | **9** | **9** |
| CINCINNATI | | | | | | | | | | | | | | | | | |
| | GATWICK | DELTA AIRLINES | S | A | 30 | 0 | 0 | 43 | 33 | 17 | 7 | 0 | 0 | 21 | 83 | 14 | 30 |
| | GATWICK | DELTA AIRLINES | S | D | 30 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 97 | 2 | 30 |
| **TOTAL CINCINNATI** | | | | | **60** | **0** | **0** | **68** | **20** | **8** | **3** | **0** | **0** | **12** | **90** | **8** | **8** |
| CITY OF DERRY (EGLINTON) | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 30 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 30 | 1 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CITY OF DERRY (EGLINTON) | | | | | | | | | | | | | | | | | |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | A | 21 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | D | 22 | 0 | 0 | 82 | 14 | 0 | 5 | 0 | 0 | 13 | 0 | 0 | 0 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | A | 30 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 83 | 19 | 30 |
| | GLASGOW | LOGANAIR | S | D | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -3 | 100 | 0 | 30 |
| **TOTAL CITY OF DERRY (EGLINTON)** | | | | | **189** | **1** | **0** | **93** | **5** | **1** | **1** | **0** | **0** | **0** | **87** | **14** | **14** |
| CLERMONT FERRAND | | | | | | | | | | | | | | | | | |
| **TOTAL CLERMONT FERRAND** | | | | | **4** | **4** | **0** | **25** | **25** | **50** | **0** | **0** | **0** | **28** | **0** | **0** | **0** |
| COLOGNE (BONN) | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 5 | 53 | 12 | 18 | 18 | 0 | 0 | 30 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 20 | 0 | 2 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 79 | 0 | 2 | 59 | 18 | 8 | 15 | 0 | 0 | 23 | 82 | 6 | 55 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 79 | 0 | 1 | 90 | 5 | 3 | 3 | 0 | 0 | 4 | 96 | 3 | 55 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 109 | 1 | 2 | 55 | 28 | 10 | 6 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 110 | 1 | 1 | 83 | 13 | 3 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| | HEATHROW | LUFTHANSA | S | A | 36 | 4 | 0 | 75 | 22 | 3 | 0 | 0 | 0 | 7 | 79 | 6 | 57 |
| | HEATHROW | LUFTHANSA | S | D | 38 | 3 | 0 | 92 | 0 | 5 | 0 | 0 | 3 | 10 | 96 | -4 | 57 |
| **TOTAL COLOGNE (BONN)** | | | | | **488** | **9** | **13** | **73** | **15** | **6** | **5** | **0** | **0** | **12** | **88** | **3** | **3** |
| COLOMBO | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | HEATHROW | SRILANKAN AIRLINES | S | A | 17 | 0 | 0 | 53 | 29 | 12 | 6 | 0 | 0 | 21 | 33 | 108 | 18 |
| | HEATHROW | SRILANKAN AIRLINES | S | D | 17 | 0 | 0 | 59 | 24 | 18 | 0 | 0 | 0 | 14 | 56 | 46 | 18 |
| **TOTAL COLOMBO** | | | | | **60** | **0** | **0** | **68** | **18** | **12** | **2** | **0** | **0** | **11** | **45** | **68** | **68** |
| CONNAUGHT | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -15 | 0 | 0 | 0 |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CONNAUGHT | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | -8 | 89 | 2 | 18 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 1 | 94 | 6 | 18 |
| | STANSTED | RYANAIR | S | A | 54 | 1 | 0 | 89 | 2 | 7 | 2 | 0 | 0 | -2 | 81 | 4 | 43 |
| | STANSTED | RYANAIR | S | D | 54 | 2 | 0 | 85 | 6 | 9 | 0 | 0 | 0 | 8 | 84 | 8 | 44 |
| **TOTAL CONNAUGHT** | | | | | **152** | **3** | **0** | **89** | **4** | **6** | **1** | **0** | **0** | **1** | **85** | **6** | **6** |
| COPENHAGEN | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 26 | 0 | 0 | 85 | 12 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 26 | 0 | 0 | 85 | 12 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 52 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -2 | 86 | 5 | 50 |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 52 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 98 | 3 | 50 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 59 | 0 | 1 | 59 | 22 | 10 | 8 | 0 | 0 | 18 | 83 | 7 | 60 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 59 | 0 | 1 | 56 | 20 | 17 | 7 | 0 | 0 | 20 | 72 | 13 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 116 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 6 | 85 | 5 | 110 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 116 | 0 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 0 | 92 | 3 | 110 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 46 | 0 | 0 | 76 | 17 | 4 | 2 | 0 | 0 | 11 | 79 | 7 | 43 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 46 | 0 | 0 | 93 | 2 | 4 | 0 | 0 | 0 | 5 | 95 | 2 | 43 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 1 | 50 | 0 | 0 | 50 | 0 | 0 | 72 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 51 | 0 | 0 | 78 | 12 | 6 | 4 | 0 | 0 | 6 | 94 | -14 | 50 |
| | STANSTED | KLM UK LTD | S | D | 52 | 0 | 0 | 60 | 21 | 15 | 4 | 0 | 0 | 17 | 86 | 8 | 50 |
| | GATWICK | MAERSK AIR | S | A | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 88 | 5 | 25 |
| | GATWICK | MAERSK AIR | S | D | 26 | 0 | 0 | 77 | 12 | 8 | 4 | 0 | 0 | 15 | 84 | 7 | 25 |
| | STANSTED | MAERSK AIR | C | A | 9 | 0 | 2 | 56 | 22 | 22 | 0 | 0 | 0 | 13 | 100 | 3 | 1 |
| | STANSTED | MAERSK AIR | C | D | 8 | 0 | 2 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 8 | 0 | 0 | 25 | 13 | 38 | 25 | 0 | 0 | 39 | 89 | 8 | 9 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 8 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 66 | 100 | 7 | 8 |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COPENHAGEN | | | | | | | | | | | | | | | | | |
| | HEATHROW | SAS | S | A | 141 | 0 | 0 | 65 | 18 | 12 | 5 | 0 | 0 | 15 | 71 | 10 | 136 |
| | HEATHROW | SAS | S | D | 144 | 0 | 1 | 87 | 6 | 4 | 3 | 0 | 0 | 4 | 93 | -1 | 141 |
| | MANCHESTER | SAS | S | A | 80 | 0 | 1 | 88 | 8 | 1 | 4 | 0 | 0 | 4 | 84 | 6 | 74 |
| | MANCHESTER | SAS | S | D | 50 | 0 | 1 | 86 | 10 | 2 | 2 | 0 | 0 | 7 | 95 | 1 | 75 |
| | NEWCASTLE | SAS | S | A | 52 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | NEWCASTLE | SAS | S | D | 52 | 1 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | HEATHROW | VARIG | S | A | 12 | 0 | 0 | 75 | 17 | 0 | 8 | 0 | 0 | 16 | 62 | 24 | 13 |
| | HEATHROW | VARIG | S | D | 12 | 0 | 0 | 58 | 25 | 17 | 0 | 0 | 0 | 13 | 15 | 59 | 13 |
| **TOTAL COPENHAGEN** | | | | | **1340** | **3** | **11** | **80** | **11** | **6** | **3** | **0** | **0** | **8** | **86** | **5** | **5** |
| CORFU | | | | | | | | | | | | | | | | | |
| **TOTAL CORFU** | | | | | **2** | **0** | **0** | **0** | **0** | **100** | **0** | **0** | **0** | **54** | **63** | **39** | **39** |
| CORK | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | -3 | 96 | -3 | 25 |
| | BIRMINGHAM | AER LINGUS | S | D | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 25 |
| | HEATHROW | AER LINGUS | S | A | 116 | 0 | 0 | 60 | 21 | 16 | 2 | 2 | 0 | 18 | 82 | 10 | 116 |
| | HEATHROW | AER LINGUS | S | D | 117 | 0 | 0 | 71 | 11 | 14 | 3 | 1 | 0 | 14 | 82 | 8 | 116 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 64 | 1 | 0 | 84 | 8 | 2 | 3 | 2 | 2 | 15 | 90 | 5 | 50 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 64 | 0 | 0 | 94 | 0 | 5 | 2 | 0 | 0 | 0 | 92 | 0 | 49 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 72 | 0 | 1 | 76 | 10 | 11 | 3 | 0 | 0 | 8 | 67 | 10 | 30 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 72 | 0 | 1 | 83 | 10 | 7 | 0 | 0 | 0 | 7 | 70 | 11 | 30 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 2 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -38 | 100 | -9 | 30 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -41 | 97 | 2 | 30 |
| | STANSTED | RYANAIR | S | A | 79 | 0 | 0 | 89 | 3 | 8 | 0 | 1 | 0 | 0 | 80 | 8 | 44 |
| | STANSTED | RYANAIR | S | D | 78 | 0 | 0 | 88 | 5 | 5 | 1 | 0 | 0 | 8 | 76 | 11 | 46 |
| **TOTAL CORK** | | | | | **719** | **2** | **3** | **80** | **9** | **9** | **2** | **1** | **0** | **9** | **84** | **6** | **6** |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DACCA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | A | 16 | 0 | 1 | 0 | 19 | 6 | 44 | 25 | 6 | 144 | 0 | 218 | 16 |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | D | 16 | 0 | 1 | 31 | 31 | 6 | 25 | 6 | 0 | 65 | 28 | 176 | 18 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 41 | 24 | 6 | 24 | 6 | 0 | 42 | 31 | 43 | 16 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 71 | 24 | 6 | 0 | 0 | 0 | 9 | 76 | 12 | 17 |
| **TOTAL DACCA** | | | | | **66** | **0** | **2** | **36** | **24** | **6** | **23** | **9** | **2** | **64** | **34** | **112** | **112** |
| DALAMAN | | | | | | | | | | | | | | | | | |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 40 | 0 | 207 | 3 |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 25 | 141 | 4 |
| | GATWICK | ALL LEISURE AIRLINES LTD | C | A | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| | GATWICK | ALL LEISURE AIRLINES LTD | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 55 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 66 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 90 | 6 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 41 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 1 | 0 | 25 | 75 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 1 | 0 | 0 | 50 | 25 | 0 | 25 | 316 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | ONUR AIR | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GATWICK | ONUR AIR | C | D | 5 | 0 | 0 | 20 | 60 | 0 | 0 | 20 | 0 | 76 | 0 | 0 | 0 |
| | MANCHESTER | ONUR AIR | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -16 | 0 | 0 | 0 |
| | MANCHESTER | ONUR AIR | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | PEGASUS AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | SUNWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -19 | 0 | 49 | 2 |
| | GATWICK | SUNWAYS | C | D | 5 | 0 | 0 | 20 | 40 | 0 | 40 | 0 | 0 | 48 | 0 | 69 | 3 |
| | GLASGOW | SUNWAYS | C | A | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 2 |
| | GLASGOW | SUNWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 43 | 67 | 9 | 3 |
| | MANCHESTER | SUNWAYS | C | A | 4 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 100 | 3 | 2 |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DALAMAN | | | | | | | | | | | | | | | | | |
| | MANCHESTER | SUNWAYS | C | D | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 16 | 67 | 28 | 3 |
| | NEWCASTLE | SUNWAYS | C | A | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | NEWCASTLE | SUNWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| **TOTAL DALAMAN** | | | | | **113** | **0** | **9** | **58** | **18** | **14** | **9** | **1** | **1** | **33** | **46** | **48** | **48** |
| DALLAS/FORT WORTH | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 51 | 0 | 0 | 55 | 20 | 14 | 6 | 6 | 0 | 28 | 53 | 34 | 30 |
| | GATWICK | AMERICAN AIRLINES | S | D | 51 | 0 | 0 | 67 | 12 | 12 | 4 | 6 | 0 | 29 | 60 | 36 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 73 | 17 | 3 | 3 | 3 | 0 | 18 | 83 | 7 | 29 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 77 | 10 | 13 | 0 | 0 | 0 | 11 | 97 | 5 | 30 |
| **TOTAL DALLAS/FORT WORTH** | | | | | **162** | **0** | **0** | **66** | **15** | **11** | **4** | **4** | **0** | **23** | **73** | **21** | **21** |
| DAMASCUS | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | HEATHROW | BRITISH MEDITERRANEAN AIRWAYS | S | D | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | HEATHROW | SYRIANAIR | S | A | 13 | 0 | 0 | 54 | 0 | 8 | 38 | 0 | 0 | 37 | 85 | -12 | 13 |
| | HEATHROW | SYRIANAIR | S | D | 13 | 0 | 0 | 54 | 23 | 8 | 8 | 0 | 8 | 73 | 92 | 5 | 13 |
| **TOTAL DAMASCUS** | | | | | **51** | **0** | **0** | **61** | **18** | **8** | **12** | **0** | **2** | **33** | **89** | **-3** | **-3** |
| DAR-ES-SALAAM | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALLIANCE | S | A | 8 | 1 | 1 | 13 | 13 | 38 | 25 | 13 | 0 | 65 | 0 | 0 | 0 |
| | HEATHROW | ALLIANCE | S | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 46 | 15 | 23 | 15 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| **TOTAL DAR-ES-SALAAM** | | | | | **43** | **1** | **1** | **58** | **16** | **14** | **9** | **2** | **0** | **22** | **50** | **24** | **24** |
| DEAUVILLE | | | | | | | | | | | | | | | | | |
| **TOTAL DEAUVILLE** | | | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** |
| DELHI | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DELHI | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 13 | 0 | 0 | 62 | 38 | 0 | 0 | 0 | 0 | 6 | 59 | 36 | 17 |
| | HEATHROW | AIR CANADA | S | D | 13 | 0 | 0 | 54 | 8 | 15 | 23 | 0 | 0 | 28 | 29 | 62 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 71 | 0 | 262 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 75 | 9 | 4 |
| **TOTAL DELHI** | | | | | **36** | **0** | **0** | **56** | **22** | **6** | **17** | **0** | **0** | **22** | **42** | **70** | **70** |
| DENVER INTERNATIONAL | | | | | | | | | | | | | | | | | |
| DETROIT | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 1 | 0 | 53 | 30 | 10 | 7 | 0 | 0 | 16 | 45 | 26 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 70 | 17 | 10 | 3 | 0 | 0 | 16 | 60 | 18 | 30 |
| | GATWICK | NORTHWEST AIRLINES | S | A | 32 | 0 | 0 | 56 | 9 | 22 | 13 | 0 | 0 | 20 | 60 | 16 | 10 |
| | GATWICK | NORTHWEST AIRLINES | S | D | 32 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 0 | 4 | 90 | 7 | 10 |
| **TOTAL DETROIT** | | | | | **124** | **1** | **0** | **67** | **15** | **10** | **7** | **0** | **0** | **14** | **58** | **19** | **19** |
| DHAHRAN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | -6 | 96 | -4 | 26 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 76 | 16 | 4 | 4 | 0 | 0 | 8 | 96 | -2 | 26 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 20 | 38 | 39 | 8 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 63 | 13 | 8 |
| **TOTAL DHAHRAN** | | | | | **69** | **0** | **0** | **77** | **14** | **7** | **1** | **0** | **0** | **4** | **85** | **4** | **4** |
| DIJON | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR JET | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | STANSTED | AIR JET | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | STANSTED | PROTEUS AIR SYSTEM SA | S | A | 20 | 0 | 2 | 80 | 10 | 5 | 5 | 0 | 0 | 14 | 77 | 25 | 13 |
| | STANSTED | PROTEUS AIR SYSTEM SA | S | D | 19 | 0 | 3 | 79 | 16 | 0 | 5 | 0 | 0 | 9 | 95 | 0 | 19 |
| **TOTAL DIJON** | | | | | **43** | **0** | **5** | **77** | **14** | **5** | **5** | **0** | **0** | **13** | **88** | **10** | **10** |
| DOHA | | | | | | | | | | | | | | | | | |
| | HEATHROW | GULF AIR | S | A | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 50 | 0 | 0 | 0 |
| | HEATHROW | GULF AIR | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | -4 | 5 |
| | GATWICK | QATAR AIRWAYS | S | A | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 24 | 0 | 89 | 5 |
| | GATWICK | QATAR AIRWAYS | S | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 22 | 80 | 16 | 5 |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DOHA | | | | | | | | | | | | | | | | | |
| **TOTAL DOHA** | | | | | **25** | **0** | **0** | **56** | **20** | **8** | **16** | **0** | **0** | **25** | **60** | **33** | **33** |
| DONEGAL | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 16 | 1 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 1 | 85 | 5 | 13 |
| | GLASGOW | LOGANAIR | S | D | 15 | 2 | 1 | 93 | 7 | 0 | 0 | 0 | 0 | 0 | 92 | 2 | 13 |
| **TOTAL DONEGAL** | | | | | **31** | **3** | **1** | **90** | **6** | **3** | **0** | **0** | **0** | **0** | **80** | **7** | **7** |
| DORTMUND | | | | | | | | | | | | | | | | | |
| **TOTAL DORTMUND** | | | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **0** | **0** |
| DOUALA | | | | | | | | | | | | | | | | | |
| | GATWICK | CAMEROON AIRLINES | S | A | 5 | 0 | 0 | 0 | 0 | 60 | 20 | 0 | 20 | 207 | 50 | 36 | 2 |
| | GATWICK | CAMEROON AIRLINES | S | D | 4 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 50 | 34 | 2 |
| **TOTAL DOUALA** | | | | | **9** | **1** | **0** | **0** | **0** | **78** | **11** | **0** | **11** | **136** | **50** | **35** | **35** |
| DRESDEN | | | | | | | | | | | | | | | | | |
| | HEATHROW | LUFTHANSA | S | A | 41 | 1 | 0 | 66 | 32 | 2 | 0 | 0 | 0 | 11 | 80 | 8 | 30 |
| | HEATHROW | LUFTHANSA | S | D | 46 | 0 | 2 | 85 | 11 | 2 | 2 | 0 | 0 | 4 | 90 | 4 | 30 |
| **TOTAL DRESDEN** | | | | | **87** | **1** | **2** | **76** | **21** | **2** | **1** | **0** | **0** | **8** | **85** | **6** | **6** |
| DUBAI | | | | | | | | | | | | | | | | | |
| | GATWICK | EMIRATES | S | A | 25 | 0 | 1 | 60 | 4 | 32 | 4 | 0 | 0 | 18 | 71 | 7 | 21 |
| | GATWICK | EMIRATES | S | D | 24 | 0 | 1 | 54 | 33 | 8 | 4 | 0 | 0 | 18 | 92 | 5 | 13 |
| | HEATHROW | EMIRATES | S | A | 47 | 0 | 0 | 38 | 38 | 21 | 0 | 2 | 0 | 24 | 30 | 22 | 53 |
| | HEATHROW | EMIRATES | S | D | 53 | 0 | 0 | 68 | 17 | 9 | 2 | 4 | 0 | 19 | 75 | 10 | 51 |
| | MANCHESTER | EMIRATES | S | A | 21 | 0 | 0 | 38 | 29 | 33 | 0 | 0 | 0 | 20 | 50 | 25 | 22 |
| | MANCHESTER | EMIRATES | S | D | 21 | 0 | 0 | 52 | 38 | 10 | 0 | 0 | 0 | 14 | 73 | 13 | 22 |
| **TOTAL DUBAI** | | | | | **191** | **0** | **2** | **53** | **26** | **18** | **2** | **2** | **0** | **19** | **59** | **15** | **15** |
| DUBLIN | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER LINGUS | S | A | 137 | 0 | 0 | 94 | 2 | 3 | 1 | 0 | 0 | 0 | 97 | -4 | 143 |
| | BIRMINGHAM | AER LINGUS | S | D | 136 | 0 | 1 | 85 | 10 | 4 | 1 | 1 | 0 | 10 | 95 | 4 | 142 |
| | EDINBURGH | AER LINGUS | S | A | 86 | 0 | 0 | 97 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EDINBURGH | AER LINGUS | S | D | 86 | 0 | 0 | 88 | 7 | 1 | 3 | 0 | 0 | 8 | 0 | 0 | 0 |

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

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DUBLIN | | | | | | | | | | | | | | | | | |
| | GLASGOW | AER LINGUS | S | A | 95 | 0 | 0 | 97 | 1 | 1 | 1 | 0 | 0 | -1 | 97 | -1 | 120 |
| | GLASGOW | AER LINGUS | S | D | 95 | 0 | 0 | 95 | 2 | 2 | 1 | 0 | 0 | 2 | 98 | 1 | 120 |
| | HEATHROW | AER LINGUS | S | A | 397 | 1 | 3 | 73 | 17 | 8 | 2 | 0 | 0 | 12 | 87 | 6 | 403 |
| | HEATHROW | AER LINGUS | S | D | 394 | 1 | 5 | 87 | 7 | 6 | 1 | 0 | 0 | 3 | 94 | 0 | 397 |
| | MANCHESTER | AER LINGUS | S | A | 147 | 1 | 0 | 86 | 7 | 2 | 4 | 1 | 0 | 6 | 92 | 0 | 177 |
| | MANCHESTER | AER LINGUS | S | D | 142 | 0 | 0 | 89 | 7 | 1 | 3 | 0 | 0 | 4 | 91 | 1 | 172 |
| | NEWCASTLE | AER LINGUS | S | A | 60 | 1 | 0 | 93 | 0 | 3 | 3 | 0 | 0 | -1 | 0 | 0 | 0 |
| | NEWCASTLE | AER LINGUS | S | D | 60 | 1 | 0 | 93 | 3 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 250 | 1 | 2 | 77 | 18 | 5 | 1 | 0 | 0 | 8 | 87 | 4 | 247 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 253 | 0 | 0 | 88 | 8 | 3 | 0 | 0 | 0 | 3 | 95 | 0 | 247 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 120 | 0 | 1 | 74 | 17 | 8 | 1 | 0 | 0 | 10 | 79 | 6 | 100 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 121 | 0 | 0 | 84 | 9 | 3 | 3 | 0 | 0 | 9 | 79 | 10 | 98 |
| | BIRMINGHAM | RYANAIR | S | A | 131 | 1 | 3 | 92 | 5 | 2 | 1 | 0 | 0 | -1 | 84 | 9 | 97 |
| | BIRMINGHAM | RYANAIR | S | D | 130 | 1 | 10 | 72 | 8 | 20 | 1 | 0 | 0 | 13 | 64 | 19 | 96 |
| | GATWICK | RYANAIR | S | A | 122 | 0 | 10 | 82 | 10 | 7 | 1 | 0 | 0 | 8 | 75 | 13 | 88 |
| | GATWICK | RYANAIR | S | D | 121 | 0 | 0 | 77 | 14 | 8 | 1 | 0 | 0 | 9 | 80 | 11 | 87 |
| | LUTON | RYANAIR | S | A | 96 | 3 | 4 | 93 | 5 | 2 | 0 | 0 | 0 | -2 | 86 | 3 | 66 |
| | LUTON | RYANAIR | S | D | 97 | 1 | 3 | 92 | 4 | 3 | 0 | 0 | 1 | 16 | 82 | 8 | 66 |
| | MANCHESTER | RYANAIR | S | A | 159 | 0 | 8 | 88 | 5 | 5 | 2 | 0 | 0 | 6 | 74 | 14 | 100 |
| | MANCHESTER | RYANAIR | S | D | 162 | 0 | 5 | 89 | 7 | 2 | 1 | 0 | 0 | 3 | 86 | 11 | 99 |
| | STANSTED | RYANAIR | S | A | 329 | 9 | 12 | 88 | 4 | 4 | 5 | 0 | 0 | 4 | 82 | 11 | 253 |
| | STANSTED | RYANAIR | S | D | 328 | 7 | 12 | 85 | 6 | 6 | 3 | 0 | 0 | 8 | 77 | 10 | 264 |
| **TOTAL DUBLIN** | | | | | **4259** | **29** | **88** | **85** | **8** | **5** | **2** | **0** | **0** | **6** | **87** | **5** | **5** |
| DUNDEE | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI REGIONAL | S | A | 42 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | EDINBURGH | BMI REGIONAL | S | D | 43 | 0 | 1 | 53 | 37 | 9 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | MANCHESTER | BMI REGIONAL | S | A | 47 | 0 | 0 | 74 | 19 | 6 | 0 | 0 | 0 | 10 | 77 | 13 | 44 |
| | MANCHESTER | BMI REGIONAL | S | D | 43 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 3 | 82 | 7 | 44 |
| **TOTAL DUNDEE** | | | | | **175** | **0** | **3** | **79** | **17** | **4** | **0** | **0** | **0** | **8** | **80** | **10** | **10** |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DURBAN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 0 | 0 | 50 | 33 | 8 | 8 | 0 | 0 | 17 | 78 | 136 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 88 | 7 | 8 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 12 | 0 | 0 | 25 | 25 | 42 | 8 | 0 | 0 | 32 | 44 | 37 | 9 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 13 | 38 | 14 | 8 |
| **TOTAL DURBAN** | | | | | **50** | **0** | **0** | **62** | **20** | **14** | **4** | **0** | **0** | **15** | **62** | **51** | **51** |
| DUSHANBE | | | | | | | | | | | | | | | | | |
| DUSSELDORF | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 73 | 0 | 6 | 96 | 4 | 0 | 0 | 0 | 0 | -6 | 89 | -1 | 76 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 71 | 0 | 8 | 97 | 3 | 0 | 0 | 0 | 0 | 0 | 93 | 5 | 76 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 0 | 86 | 7 | 4 | 4 | 0 | 0 | 3 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 54 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 91 | 0 | 0 | 87 | 7 | 2 | 2 | 1 | 1 | 8 | 82 | 4 | 110 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 92 | 0 | 0 | 92 | 7 | 0 | 1 | 0 | 0 | 2 | 91 | 5 | 110 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 70 | 0 | 4 | 74 | 13 | 4 | 9 | 0 | 0 | 4 | 89 | 1 | 72 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 76 | 0 | 3 | 91 | 5 | 4 | 0 | 0 | 0 | 2 | 83 | 6 | 72 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 26 | 0 | 1 | 88 | 4 | 0 | 8 | 0 | 0 | 5 | 50 | 18 | 60 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 29 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 4 | 75 | 11 | 60 |
| | NEWCASTLE | EUROWINGS LUFTVERKEHRS | S | A | 22 | 1 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | NEWCASTLE | EUROWINGS LUFTVERKEHRS | S | D | 22 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 72 | 1 | 0 | 83 | 8 | 4 | 4 | 0 | 0 | 1 | 84 | 4 | 68 |
| | STANSTED | KLM UK LTD | S | D | 72 | 1 | 6 | 68 | 18 | 8 | 6 | 0 | 0 | 12 | 82 | 11 | 68 |
| | BIRMINGHAM | LUFTHANSA | S | A | 11 | 0 | 9 | 91 | 9 | 0 | 0 | 0 | 0 | 3 | 83 | 7 | 47 |
| | BIRMINGHAM | LUFTHANSA | S | D | 12 | 0 | 8 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 79 | 11 | 47 |
| | HEATHROW | LUFTHANSA | S | A | 82 | 1 | 3 | 74 | 17 | 7 | 1 | 0 | 0 | 8 | 65 | 13 | 85 |
| | HEATHROW | LUFTHANSA | S | D | 84 | 1 | 1 | 96 | 2 | 0 | 1 | 0 | 0 | 0 | 92 | -1 | 84 |
| | MANCHESTER | LUFTHANSA | S | A | 30 | 0 | 14 | 90 | 7 | 3 | 0 | 0 | 0 | -1 | 93 | -1 | 46 |
| | MANCHESTER | LUFTHANSA | S | D | 30 | 0 | 16 | 93 | 7 | 0 | 0 | 0 | 0 | 1 | 74 | 7 | 46 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 23 | 0 | 2 | 87 | 4 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 24 | 0 | 1 | 79 | 4 | 13 | 4 | 0 | 0 | 15 | 0 | 0 | 0 |

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

Origin / Destinations: D

| | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| DUSSELDORF | | | | | | | | | | | | | | | | | |
| **TOTAL DUSSELDORF** | | | | | **1125** | **6** | **82** | **87** | **8** | **3** | **2** | **0** | **0** | **3** | **83** | **6** | **6** |

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

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EAST MIDLANDS | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 70 | 0 | 4 | 91 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 71 | 0 | 3 | 92 | 6 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 90 | 0 | 1 | 83 | 13 | 1 | 2 | 0 | 0 | 7 | 100 | 6 | 19 |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 90 | 0 | 2 | 88 | 9 | 2 | 1 | 0 | 0 | 7 | 100 | 1 | 22 |
| | EDINBURGH | BMI REGIONAL | S | A | 62 | 0 | 0 | 81 | 11 | 5 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| | EDINBURGH | BMI REGIONAL | S | D | 62 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | COMMUNITY EXPRESS AIRLINES LTD | S | A | 44 | 0 | 0 | 77 | 20 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BIRMINGHAM | COMMUNITY EXPRESS AIRLINES LTD | S | D | 40 | 0 | 4 | 93 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | COMMUNITY EXPRESS AIRLINES LTD | S | A | 44 | 0 | 0 | 77 | 14 | 9 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | COMMUNITY EXPRESS AIRLINES LTD | S | D | 44 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL EAST MIDLANDS** | | | | | **620** | **1** | **14** | **87** | **10** | **2** | **1** | **0** | **0** | **5** | **80** | **10** | **10** |
| EDINBURGH | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 239 | 0 | 1 | 74 | 18 | 6 | 1 | 0 | 0 | 10 | 90 | 2 | 241 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 240 | 0 | 0 | 90 | 8 | 3 | 0 | 0 | 0 | 2 | 98 | -2 | 243 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 179 | 0 | 0 | 94 | 4 | 1 | 1 | 0 | 0 | -1 | 92 | 0 | 170 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 178 | 0 | 1 | 92 | 4 | 2 | 2 | 0 | 0 | 3 | 90 | 5 | 169 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 312 | 0 | 0 | 80 | 18 | 1 | 0 | 0 | 0 | 7 | 85 | 5 | 302 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 312 | 5 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 1 | 95 | 0 | 303 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 105 | 0 | 1 | 92 | 6 | 2 | 0 | 0 | 0 | 2 | 83 | 6 | 94 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 106 | 0 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 0 | 82 | 5 | 95 |
| | LUTON | GB AIRWAYS LTD | S | A | 83 | 1 | 0 | 87 | 10 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 0 |
| | LUTON | GB AIRWAYS LTD | S | D | 83 | 1 | 0 | 82 | 12 | 5 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | KLM UK LTD | S | A | 114 | 0 | 1 | 83 | 14 | 3 | 0 | 0 | 0 | 6 | 83 | 4 | 133 |
| | GATWICK | KLM UK LTD | S | D | 145 | 0 | 0 | 85 | 10 | 3 | 2 | 0 | 0 | 7 | 89 | 9 | 133 |
| | STANSTED | KLM UK LTD | S | A | 121 | 0 | 3 | 93 | 4 | 3 | 0 | 0 | 0 | -2 | 92 | -4 | 109 |
| | STANSTED | KLM UK LTD | S | D | 125 | 1 | 3 | 67 | 16 | 14 | 3 | 0 | 0 | 15 | 78 | 11 | 104 |
| **TOTAL EDINBURGH** | | | | | **2343** | **9** | **10** | **86** | **10** | **3** | **1** | **0** | **0** | **5** | **90** | **3** | **3** |

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

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EDMONTON | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 16 | 0 | 1 | 75 | 13 | 6 | 6 | 0 | 0 | 5 | 67 | 8 | 18 |
| | HEATHROW | AIR CANADA | S | D | 16 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 0 | 5 | 94 | 0 | 17 |
| **TOTAL EDMONTON** | | | | | **32** | **0** | **1** | **81** | **9** | **3** | **6** | **0** | **0** | **5** | **80** | **4** | **4** |
| EINDHOVEN | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | B A S E BUSINESS AIRLINES | S | A | 40 | 0 | 0 | 80 | 3 | 15 | 3 | 0 | 0 | 11 | 94 | -9 | 18 |
| | BIRMINGHAM | B A S E BUSINESS AIRLINES | S | D | 40 | 0 | 0 | 83 | 0 | 15 | 3 | 0 | 0 | 10 | 100 | -1 | 13 |
| | MANCHESTER | B A S E BUSINESS AIRLINES | S | A | 38 | 0 | 2 | 58 | 26 | 13 | 3 | 0 | 0 | 14 | 85 | 8 | 34 |
| | MANCHESTER | B A S E BUSINESS AIRLINES | S | D | 37 | 0 | 3 | 59 | 19 | 19 | 3 | 0 | 0 | 14 | 94 | -5 | 34 |
| | HEATHROW | KLM | S | A | 43 | 0 | 0 | 95 | 2 | 2 | 0 | 0 | 0 | 2 | 90 | 0 | 39 |
| | HEATHROW | KLM | S | D | 43 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | -7 | 92 | -4 | 39 |
| **TOTAL EINDHOVEN** | | | | | **241** | **0** | **5** | **80** | **8** | **10** | **2** | **0** | **0** | **7** | **91** | **-1** | **-1** |
| ENTEBBE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 54 | 15 | 15 | 15 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL ENTEBBE** | | | | | **26** | **0** | **0** | **73** | **12** | **8** | **8** | **0** | **0** | **15** | **63** | **23** | **23** |
| EXETER | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FARO | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 14 | 33 | 47 | 3 |
| | BIRMINGHAM | AIR 2000 | C | D | 4 | 1 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 40 | 0 | 81 | 4 |
| | GATWICK | AIR 2000 | C | A | 10 | 1 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 26 | 23 | 50 | 13 |
| | GATWICK | AIR 2000 | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 16 | 46 | 40 | 13 |
| | GLASGOW | AIR 2000 | C | A | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 8 | 50 | 26 | 10 |
| | GLASGOW | AIR 2000 | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 35 | 50 | 29 | 10 |
| | LUTON | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | -5 | 0 | 0 | 0 |
| | LUTON | AIR 2000 | C | D | 3 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 8 | 0 | 0 | 50 | 0 | 38 | 13 | 0 | 0 | 21 | 56 | 29 | 9 |
| | MANCHESTER | AIR 2000 | C | D | 8 | 0 | 1 | 38 | 0 | 38 | 25 | 0 | 0 | 36 | 67 | 22 | 9 |
| | NEWCASTLE | AIR 2000 | C | A | 4 | 1 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | AIR 2000 | C | D | 3 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | GATWICK | AIR OPERATIONS EUROPE | C | A | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 37 | 29 | 181 | 14 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 8 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 0 | 31 | 29 | 120 | 14 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | A | 2 | 0 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 75 | 50 | 56 | 2 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 67 | 48 | 3 |
| | HEATHROW | AIR PORTUGAL | S | A | 30 | 0 | 0 | 80 | 13 | 3 | 0 | 3 | 0 | 10 | 77 | 8 | 30 |
| | HEATHROW | AIR PORTUGAL | S | D | 30 | 0 | 0 | 70 | 13 | 13 | 0 | 3 | 0 | 17 | 77 | 13 | 30 |
| | EDINBURGH | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 36 | 0 | 0 | 0 |
| | EDINBURGH | BMI BRITISH MIDLAND | C | D | 3 | 0 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 4 | 100 | -9 | 1 |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | -3 | 2 |
| | GATWICK | BRITANNIA AB | C | A | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 43 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 50 | 78 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 25 | 86 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 0 | 62 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 21 | 29 | 37 | 7 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 38 | 2 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 67 | 20 | 3 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FARO | | | | | | | | | | | | | | | | | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 20 | 20 | 20 | 0 | 20 | 136 | 50 | 34 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 50 | 18 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 16 | 40 | 22 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 67 | 17 | 6 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 55 | 0 | 0 | 67 | 13 | 18 | 2 | 0 | 0 | 10 | 79 | 7 | 56 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 55 | 0 | 0 | 64 | 20 | 9 | 7 | 0 | 0 | 15 | 80 | 8 | 56 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 77 | 80 | 8 | 10 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 68 | 80 | 11 | 10 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 57 | 88 | 6 | 8 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 35 | 50 | 16 | 8 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 7 | 1 | 1 | 0 | 29 | 43 | 14 | 14 | 0 | 83 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 7 | 0 | 1 | 71 | 0 | 14 | 14 | 0 | 0 | 22 | 0 | 0 | 0 |
| | LUTON | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | LUTON | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 10 | 0 | 1 | 20 | 20 | 40 | 10 | 0 | 10 | 86 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 10 | 0 | 0 | 60 | 0 | 20 | 10 | 0 | 10 | 77 | 0 | 0 | 0 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 67 | 19 | 9 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 56 | 31 | 9 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 5 | 0 | 1 | 20 | 40 | 40 | 0 | 0 | 0 | 26 | 31 | 46 | 26 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 5 | 0 | 1 | 40 | 0 | 0 | 60 | 0 | 0 | 53 | 35 | 52 | 26 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 7 | 0 | 0 | 43 | 14 | 0 | 29 | 0 | 14 | 87 | 80 | 0 | 15 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 7 | 0 | 0 | 43 | 29 | 0 | 14 | 0 | 14 | 88 | 57 | 8 | 14 |
| | STANSTED | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 65 | 100 | -4 | 5 |
| | STANSTED | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 51 | 80 | 6 | 5 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 50 | 13 | 13 | 13 | 0 | 13 | 82 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 38 | 25 | 13 | 13 | 0 | 13 | 91 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 28 | 0 | 0 | 14 | 29 | 25 | 29 | 4 | 0 | 52 | 10 | 120 | 20 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FARO | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | D | 28 | 0 | 0 | 39 | 7 | 36 | 14 | 4 | 0 | 42 | 42 | 38 | 19 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 17 | 0 | 0 | 12 | 53 | 29 | 0 | 6 | 0 | 38 | 74 | 14 | 19 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 17 | 0 | 0 | 29 | 59 | 6 | 0 | 6 | 0 | 26 | 84 | 5 | 19 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 21 | 25 | 90 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 14 | 75 | 84 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 23 | 0 | 0 | 48 | 22 | 13 | 13 | 4 | 0 | 31 | 0 | 267 | 1 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 23 | 0 | 0 | 70 | 9 | 4 | 17 | 0 | 0 | 23 | 0 | 264 | 1 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 0 | 0 | 0 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 31 | 50 | 23 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 178 | 4 |
| **TOTAL FARO** | | | | | **636** | **7** | **9** | **53** | **18** | **16** | **10** | **1** | **1** | **29** | **59** | **33** | **33** |
| FLORENCE | | | | | | | | | | | | | | | | | |
| | STANSTED | KLM UK LTD | S | A | 30 | 0 | 0 | 57 | 27 | 13 | 3 | 0 | 0 | 16 | 69 | 13 | 32 |
| | STANSTED | KLM UK LTD | S | D | 30 | 0 | 0 | 83 | 13 | 3 | 0 | 0 | 0 | 7 | 53 | 24 | 32 |
| | GATWICK | MERIDIANA AIR | S | A | 28 | 0 | 2 | 50 | 32 | 7 | 11 | 0 | 0 | 22 | 68 | 13 | 60 |
| | GATWICK | MERIDIANA AIR | S | D | 30 | 0 | 0 | 47 | 23 | 17 | 13 | 0 | 0 | 24 | 65 | 17 | 60 |
| **TOTAL FLORENCE** | | | | | **118** | **0** | **2** | **59** | **24** | **10** | **7** | **0** | **0** | **17** | **65** | **16** | **16** |
| FORT LAUDERDALE | | | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 116 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 3 | 77 | 6 | 115 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 116 | 0 | 0 | 94 | 5 | 0 | 1 | 0 | 0 | 1 | 96 | -2 | 115 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 84 | 0 | 2 | 85 | 11 | 2 | 2 | 0 | 0 | 6 | 91 | 0 | 85 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 86 | 0 | 0 | 90 | 5 | 6 | 0 | 0 | 0 | 6 | 93 | 2 | 85 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FRANKFURT MAIN | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 22 | 0 | 0 | 91 | 5 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 76 | 1 | 0 | 87 | 11 | 1 | 1 | 0 | 0 | 5 | 75 | 12 | 72 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 77 | 0 | 0 | 92 | 3 | 4 | 1 | 0 | 0 | 4 | 78 | 13 | 72 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 142 | 0 | 0 | 85 | 8 | 6 | 2 | 0 | 0 | 6 | 69 | 10 | 115 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 142 | 0 | 0 | 83 | 13 | 2 | 1 | 0 | 0 | 6 | 84 | 8 | 115 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 88 | 0 | 5 | 83 | 9 | 7 | 1 | 0 | 0 | -1 | 82 | 6 | 57 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 83 | 0 | 0 | 86 | 8 | 6 | 0 | 0 | 0 | 4 | 91 | 4 | 57 |
| | STANSTED | KLM UK LTD | S | A | 78 | 0 | 0 | 91 | 4 | 4 | 1 | 0 | 0 | -2 | 74 | 5 | 50 |
| | STANSTED | KLM UK LTD | S | D | 78 | 0 | 0 | 81 | 9 | 6 | 4 | 0 | 0 | 10 | 86 | 7 | 50 |
| | BIRMINGHAM | LUFTHANSA | S | A | 30 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | -1 | 93 | -1 | 29 |
| | BIRMINGHAM | LUFTHANSA | S | D | 30 | 0 | 0 | 90 | 7 | 0 | 3 | 0 | 0 | 6 | 83 | 7 | 29 |
| | GLASGOW | LUFTHANSA | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 90 | 3 | 10 |
| | GLASGOW | LUFTHANSA | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 1 | 90 | 8 | 10 |
| | HEATHROW | LUFTHANSA | S | A | 149 | 1 | 0 | 81 | 13 | 7 | 0 | 0 | 0 | 7 | 55 | 19 | 150 |
| | HEATHROW | LUFTHANSA | S | D | 149 | 3 | 0 | 94 | 5 | 1 | 0 | 0 | 0 | -2 | 91 | 1 | 150 |
| | MANCHESTER | LUFTHANSA | S | A | 86 | 0 | 0 | 97 | 0 | 2 | 1 | 0 | 0 | -1 | 88 | 4 | 51 |
| | MANCHESTER | LUFTHANSA | S | D | 86 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 1 | 67 | 11 | 51 |
| **TOTAL FRANKFURT MAIN** | | | | | **1737** | **5** | **7** | **88** | **8** | **3** | **1** | **0** | **0** | **3** | **81** | **7** | **7** |
| FUERTEVENTURA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 23 | 60 | 15 | 5 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | -5 | 5 |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 75 | 6 | 4 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 11 | 100 | -4 | 4 |
| | GATWICK | BRITANNIA AB | C | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 60 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 40 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AB | C | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 71 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AB | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 40 | 100 | -2 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 3 | 4 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FUERTEVENTURA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 16 | 56 | 27 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 44 | 31 | 9 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 14 | 20 | 21 | 5 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 30 | 0 | 28 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 8 | 100 | -1 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 18 | 100 | 0 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 33 | 100 | 7 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | 5 | 4 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MANCHESTER | FUTURA AIRLINES | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | MANCHESTER | FUTURA AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 36 | 24 | 11 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 2 | 11 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 100 | 0 | 4 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 75 | 5 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 25 | 27 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 1 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 2 | 50 | 20 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 15 | 100 | 1 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 13 | 13 | 50 | 25 | 0 | 0 | 52 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 48 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 50 | 0 | 13 | 25 | 13 | 0 | 73 | 0 | 197 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 50 | 0 | 13 | 25 | 13 | 0 | 62 | 0 | 102 | 5 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| **TOTAL FUERTEVENTURA** | | | | | **176** | **8** | **0** | **63** | **10** | **15** | **10** | **2** | **0** | **24** | **63** | **20** | **20** |
| FUNCHAL | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 50 | 57 | 4 |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 100 | -2 | 4 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FUNCHAL | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -3 | 75 | 1 | 4 |
| | MANCHESTER | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 100 | -1 | 4 |
| | GATWICK | AIR ATLANTA ICELANDIC | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GATWICK | AIR ATLANTA ICELANDIC | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 50 | 0 | 0 | 0 |
| | MANCHESTER | AIR ATLANTA ICELANDIC | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MANCHESTER | AIR ATLANTA ICELANDIC | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 0 | 33 | 0 | 98 | 0 | 0 | 0 |
| | HEATHROW | AIR PORTUGAL | S | A | 8 | 0 | 0 | 63 | 25 | 0 | 0 | 13 | 0 | 33 | 89 | 1 | 9 |
| | HEATHROW | AIR PORTUGAL | S | D | 8 | 0 | 0 | 75 | 13 | 0 | 0 | 13 | 0 | 29 | 89 | -2 | 9 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 4 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -19 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 6 | 0 | 0 | 33 | 17 | 50 | 0 | 0 | 0 | 23 | 75 | 47 | 8 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 17 | 88 | 10 | 8 |
| | MANCHESTER | EXCALIBUR AIRWAYS | C | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -11 | 75 | 46 | 8 |
| | MANCHESTER | EXCALIBUR AIRWAYS | C | D | 6 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 50 | 29 | 8 |
| | GATWICK | GB AIRWAYS LTD | S | A | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 1 | 31 | 19 | 13 |
| | GATWICK | GB AIRWAYS LTD | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 62 | 10 | 13 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 30 | 40 | 20 | 10 | 0 | 0 | 21 | 63 | 69 | 8 |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 40 | 20 | 30 | 10 | 0 | 0 | 26 | 88 | 3 | 8 |
| | LUTON | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 20 | 75 | 73 | 4 |
| | LUTON | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 75 | 6 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 34 | 75 | 55 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | -2 | 4 |
| **TOTAL FUNCHAL** | | | | | **167** | **1** | **0** | **63** | **19** | **13** | **4** | **2** | **0** | **15** | **71** | **28** | **28** |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GABORONE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 78 | 27 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 88 | 10 | 8 |
| **TOTAL GABORONE** | | | | | **17** | **0** | **0** | **82** | **12** | **6** | **0** | **0** | **0** | **8** | **82** | **19** | **19** |
| GATWICK | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITANNIA AB | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 36 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AB | C | D | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 58 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 58 | 25 | 19 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 6 | 1 | 0 | 50 | 17 | 17 | 0 | 17 | 0 | 32 | 75 | 4 | 4 |
| | MANCHESTER | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 159 | 0 | 0 | 86 | 9 | 4 | 1 | 0 | 0 | 5 | 90 | 1 | 153 |
| | MANCHESTER | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 159 | 0 | 0 | 89 | 6 | 5 | 1 | 0 | 0 | 4 | 92 | 0 | 153 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 0 | 88 | -6 | 8 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 9 | 1 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 30 | 13 | 52 | 8 |
| | NEWCASTLE | CITY FLYER EXPRESS | S | A | 122 | 3 | 2 | 88 | 4 | 5 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| | NEWCASTLE | CITY FLYER EXPRESS | S | D | 122 | 2 | 2 | 89 | 8 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 |
| | BIRMINGHAM | COMMUNITY EXPRESS AIRLINES LTD | S | A | 40 | 0 | 4 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BIRMINGHAM | COMMUNITY EXPRESS AIRLINES LTD | S | D | 44 | 0 | 0 | 68 | 30 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | EDINBURGH | KLM UK LTD | S | A | 145 | 0 | 1 | 86 | 8 | 4 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| | EDINBURGH | KLM UK LTD | S | D | 144 | 0 | 1 | 83 | 14 | 3 | 1 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GLASGOW | KLM UK LTD | S | A | 145 | 1 | 1 | 90 | 6 | 2 | 1 | 0 | 0 | 1 | 90 | 4 | 134 |
| | GLASGOW | KLM UK LTD | S | D | 146 | 0 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 5 | 93 | 4 | 134 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 75 | 2 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 2 | 0 | 1 | 50 | 0 | 0 | 50 | 0 | 0 | 69 | 0 | 63 | 3 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 13 | 2 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 42 | 100 | -8 | 2 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 100 | -6 | 3 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 10 | 0 | 0 | 67 | 33 | 0 | 0 | 55 | 100 | -9 | 3 |
| **TOTAL GATWICK** | | | | | **1282** | **10** | **23** | **85** | **9** | **4** | **2** | **0** | **0** | **6** | **88** | **3** | **3** |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS MATCHED | UNMATCHED Actual (7) | UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995 % Early to 15 | APR 1995 Average Delay (mins) | APR 1995 No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GEILO (DAGALI) | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 53 | 0 | 0 | 0 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 64 | 0 | 0 | 0 |
| **TOTAL GEILO (DAGALI)** | | | | | **6** | **0** | **0** | **33** | **33** | **0** | **33** | **0** | **0** | **44** | **0** | **0** | **0** |
| GENEVA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | -5 | 38 | 119 | 8 |
| | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 156 | 6 |
| | MANCHESTER | AIR 2000 | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 60 | 37 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 7 | 0 | 0 | 29 | 43 | 29 | 0 | 0 | 0 | 20 | 65 | 14 | 20 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 6 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 72 | 13 | 18 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 86 | 0 | 0 | 74 | 19 | 6 | 1 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 86 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 123 | 0 | 0 | 64 | 24 | 9 | 2 | 0 | 0 | 13 | 66 | 13 | 115 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 123 | 0 | 0 | 87 | 8 | 4 | 1 | 0 | 0 | 7 | 85 | 5 | 115 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 25 | 27 | 4 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 83 | 10 | 3 | 0 | 3 | 0 | 12 | 87 | 2 | 30 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 4 | 77 | 12 | 30 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 12 | 0 | 0 | 25 | 25 | 17 | 17 | 17 | 0 | 71 | 50 | 21 | 6 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 11 | 0 | 2 | 27 | 9 | 18 | 27 | 18 | 0 | 90 | 50 | 34 | 6 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 26 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 1 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | STANSTED | FLIGHTLINE LTD | C | A | 21 | 1 | 1 | 81 | 14 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 |
| | STANSTED | FLIGHTLINE LTD | C | D | 17 | 1 | 0 | 65 | 29 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 111 | 17 | 57 | 12 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 86 | 45 | 39 | 11 |
| | HEATHROW | SWISSAIR | S | A | 120 | 0 | 0 | 84 | 13 | 2 | 1 | 0 | 0 | 3 | 75 | 8 | 120 |
| | HEATHROW | SWISSAIR | S | D | 120 | 0 | 0 | 85 | 13 | 2 | 1 | 0 | 0 | 5 | 74 | 8 | 120 |
| **TOTAL GENEVA** | | | | | **825** | **5** | **9** | **78** | **14** | **5** | **2** | **1** | **0** | **10** | **73** | **13** | **13** |
| GENOA | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GENOA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 57 | 1 | 0 | 63 | 25 | 9 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 58 | 0 | 0 | 52 | 12 | 31 | 5 | 0 | 0 | 22 | 0 | 0 | 0 |
| **TOTAL GENOA** | | | | | **120** | **1** | **0** | **55** | **19** | **22** | **4** | **0** | **0** | **17** | **75** | **8** | **8** |
| GERONA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 21 | 1 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 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 | 8 | 0 | 0 | 75 | 0 | 0 | 13 | 13 | 0 | 53 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 57 | 0 | 14 | 14 | 0 | 14 | 75 | 0 | 0 | 0 |
| **TOTAL GERONA** | | | | | **28** | **0** | **0** | **71** | **7** | **7** | **7** | **4** | **4** | **38** | **65** | **14** | **14** |
| GIBRALTAR | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 30 | 0 | 0 | 63 | 20 | 13 | 3 | 0 | 0 | 18 | 51 | 24 | 37 |
| | GATWICK | GB AIRWAYS LTD | S | D | 30 | 0 | 0 | 60 | 30 | 7 | 3 | 0 | 0 | 15 | 72 | 16 | 36 |
| | HEATHROW | GB AIRWAYS LTD | S | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 78 | 15 | 9 |
| | HEATHROW | GB AIRWAYS LTD | S | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 58 | 80 | 7 | 10 |
| | MANCHESTER | GB AIRWAYS LTD | S | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 11 | 34 | 9 |
| | MANCHESTER | GB AIRWAYS LTD | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 78 | 16 | 9 |
| **TOTAL GIBRALTAR** | | | | | **84** | **0** | **0** | **62** | **21** | **13** | **4** | **0** | **0** | **17** | **62** | **19** | **19** |
| GLASGOW | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 14 | 5 |
| | BIRMINGHAM | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 33 | 29 | 3 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 26 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 231 | 0 | 0 | 77 | 18 | 4 | 1 | 0 | 0 | 9 | 86 | 4 | 232 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 227 | 0 | 0 | 91 | 6 | 3 | 0 | 0 | 0 | 2 | 91 | 0 | 227 |
| | MANCHESTER | BMI REGIONAL | S | A | 68 | 0 | 4 | 87 | 10 | 1 | 1 | 0 | 0 | 7 | 81 | 12 | 42 |
| | MANCHESTER | BMI REGIONAL | S | D | 47 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 89 | 4 | 63 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 209 | 1 | 4 | 95 | 3 | 1 | 0 | 0 | 0 | 2 | 93 | 1 | 203 |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GLASGOW | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 211 | 1 | 2 | 97 | 2 | 0 | 0 | 0 | 0 | 1 | 92 | 4 | 203 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 316 | 4 | 1 | 82 | 16 | 3 | 0 | 0 | 0 | 7 | 85 | 4 | 307 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 317 | 0 | 0 | 91 | 8 | 2 | 0 | 0 | 0 | 1 | 91 | 0 | 307 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 115 | 0 | 0 | 91 | 5 | 1 | 3 | 0 | 0 | 3 | 89 | 4 | 123 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 115 | 0 | 0 | 93 | 3 | 2 | 3 | 0 | 0 | 0 | 89 | 2 | 124 |
| | NEWCASTLE | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | -35 | 0 | 0 | 0 |
| | LUTON | GB AIRWAYS LTD | S | A | 70 | 1 | 0 | 94 | 4 | 1 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | LUTON | GB AIRWAYS LTD | S | D | 71 | 0 | 0 | 90 | 6 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | KLM UK LTD | S | A | 146 | 0 | 0 | 87 | 9 | 3 | 1 | 0 | 0 | 3 | 84 | 2 | 114 |
| | GATWICK | KLM UK LTD | S | D | 116 | 0 | 0 | 85 | 9 | 4 | 1 | 0 | 0 | 7 | 85 | 6 | 114 |
| | STANSTED | KLM UK LTD | S | A | 99 | 0 | 2 | 87 | 6 | 5 | 2 | 0 | 0 | 2 | 88 | 0 | 67 |
| | STANSTED | KLM UK LTD | S | D | 97 | 0 | 1 | 81 | 8 | 9 | 1 | 0 | 0 | 9 | 85 | 7 | 73 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 63 | 0 | 0 | 0 |
| **TOTAL GLASGOW** | | | | | **2528** | **8** | **17** | **88** | **8** | **3** | **1** | **0** | **0** | **4** | **88** | **3** | **3** |
| GOA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 1 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 6 | 20 | 33 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 25 | 60 | 9 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 1 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 6 | 2 | 0 | 50 | 0 | 17 | 33 | 0 | 0 | 32 | 69 | 74 | 13 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 17 | 92 | 5 | 13 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 4 | 1 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | -55 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 2 | 1 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 2 | 2 | 2 | 50 | 0 | 0 | 50 | 0 | 0 | 30 | 75 | -13 | 4 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 26 | 75 | 27 | 4 |
| | NEWCASTLE | CALEDONIAN AIRWAYS | C | A | 4 | 1 | 1 | 75 | 0 | 25 | 0 | 0 | 0 | -47 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 171 | 0 | 89 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 132 | 20 | 80 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -9 | 100 | -35 | 3 |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GOA | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 12 | 67 | 11 | 3 |
| **TOTAL GOA** | | | | | **61** | **9** | **7** | **57** | **11** | **15** | **13** | **2** | **2** | **24** | **62** | **34** | **34** |
| GOTEBORG | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | LUTON | AIR 2000 | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| | LUTON | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 30 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 4 | 90 | -1 | 30 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 30 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 5 | 87 | 6 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 88 | 10 | 2 | 0 | 0 | 0 | 2 | 93 | -1 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 0 | 95 | -1 | 60 |
| | HEATHROW | SAS | S | A | 62 | 0 | 1 | 65 | 26 | 10 | 0 | 0 | 0 | 11 | 92 | 0 | 61 |
| | HEATHROW | SAS | S | D | 62 | 0 | 1 | 90 | 5 | 5 | 0 | 0 | 0 | 2 | 95 | -1 | 62 |
| | STANSTED | STERLING EUROPEAN AIRLINES | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | STANSTED | STERLING EUROPEAN AIRLINES | C | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL GOTEBORG** | | | | | **338** | **0** | **2** | **85** | **11** | **4** | **0** | **0** | **0** | **4** | **91** | **1** | **1** |
| GOTEBORG (SAVE) | | | | | | | | | | | | | | | | | |
| GRAND CAYMAN | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 0 | 25 | 25 | 38 | 13 | 0 | 82 | 25 | 39 | 8 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 53 | 100 | -1 | 1 |
| **TOTAL GRAND CAYMAN** | | | | | **13** | **0** | **0** | **31** | **15** | **15** | **23** | **15** | **0** | **71** | **33** | **34** | **34** |
| GRAZ | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 6 | 0 | 0 | 50 | 0 | 17 | 33 | 0 | 0 | 43 | 100 | -2 | 6 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 7 | 0 | 0 | 43 | 14 | 0 | 43 | 0 | 0 | 56 | 83 | 8 | 6 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 67 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 84 | 0 | 0 | 0 |
| **TOTAL GRAZ** | | | | | **17** | **0** | **0** | **41** | **6** | **12** | **41** | **0** | **0** | **56** | **86** | **5** | **5** |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRENADA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -18 | 67 | 24 | 9 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 89 | 21 | 9 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 149 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 89 | 50 | 45 | 4 |
| **TOTAL GRENADA** | | | | | **24** | **0** | **0** | **58** | **17** | **13** | **0** | **13** | **0** | **37** | **73** | **27** | **27** |
| GRENOBLE | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 34 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL GRENOBLE** | | | | | **11** | **0** | **1** | **73** | **9** | **9** | **9** | **0** | **0** | **17** | **44** | **-1** | **-1** |
| GRONINGEN | | | | | | | | | | | | | | | | | |
| GUERNSEY | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 49 | 0 | 0 | 88 | 2 | 0 | 8 | 2 | 0 | 11 | 78 | 15 | 23 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 50 | 0 | 0 | 90 | 2 | 0 | 8 | 0 | 0 | 6 | 85 | 8 | 39 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 89 | 0 | 0 | 89 | 8 | 1 | 2 | 0 | 0 | 2 | 87 | 11 | 84 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 89 | 0 | 0 | 90 | 8 | 1 | 1 | 0 | 0 | 4 | 84 | 12 | 85 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 63 | 25 | 30 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 87 | 24 | 23 |
| | GATWICK | JERSEY EUROPEAN AIRWAYS | S | A | 111 | 0 | 1 | 92 | 5 | 1 | 3 | 0 | 0 | 1 | 85 | 22 | 113 |
| | GATWICK | JERSEY EUROPEAN AIRWAYS | S | D | 103 | 0 | 1 | 86 | 11 | 1 | 2 | 0 | 0 | 3 | 84 | 13 | 115 |
| | HEATHROW | KLM UK LTD | S | A | 119 | 0 | 1 | 90 | 7 | 0 | 3 | 0 | 0 | 3 | 90 | 2 | 117 |
| | HEATHROW | KLM UK LTD | S | D | 119 | 0 | 1 | 88 | 8 | 1 | 3 | 0 | 0 | 5 | 87 | 9 | 118 |
| | STANSTED | KLM UK LTD | S | A | 29 | 0 | 0 | 72 | 14 | 3 | 10 | 0 | 0 | 7 | 71 | 19 | 35 |
| | STANSTED | KLM UK LTD | S | D | 29 | 0 | 0 | 52 | 31 | 3 | 14 | 0 | 0 | 23 | 77 | 19 | 35 |
| **TOTAL GUERNSEY** | | | | | **793** | **1** | **4** | **87** | **8** | **1** | **4** | **0** | **0** | **5** | **84** | **13** | **13** |
| GURYEV | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | KAZAKHSTAN AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 95 | 0 | 0 | 0 |
| | BIRMINGHAM | KAZAKHSTAN AIRLINES | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 82 | 0 | 0 | 0 |
| **TOTAL GURYEV** | | | | | **8** | **0** | **0** | **0** | **13** | **38** | **50** | **0** | **0** | **88** | **0** | **0** | **0** |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HALIFAX INT | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 25 | 0 | 1 | 16 | 20 | 36 | 28 | 0 | 0 | 48 | 30 | 24 | 23 |
| | HEATHROW | AIR CANADA | S | D | 26 | 0 | 0 | 73 | 4 | 12 | 12 | 0 | 0 | 14 | 96 | 1 | 23 |
| **TOTAL HALIFAX INT** | | | | | **51** | **0** | **1** | **45** | **12** | **24** | **20** | **0** | **0** | **31** | **63** | **13** | **13** |
| HAMBURG | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 91 | 5 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 90 | 0 | 0 | 79 | 16 | 2 | 2 | 1 | 0 | 11 | 82 | 5 | 90 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 90 | 0 | 0 | 89 | 9 | 1 | 1 | 0 | 0 | 5 | 84 | 6 | 90 |
| | STANSTED | KLM UK LTD | S | A | 51 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | -4 | 79 | 1 | 48 |
| | STANSTED | KLM UK LTD | S | D | 52 | 0 | 0 | 83 | 10 | 6 | 2 | 0 | 0 | 10 | 92 | 4 | 50 |
| | HEATHROW | LUFTHANSA | S | A | 88 | 0 | 0 | 80 | 14 | 7 | 0 | 0 | 0 | 5 | 67 | 9 | 89 |
| | HEATHROW | LUFTHANSA | S | D | 88 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | -4 | 91 | 0 | 89 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 24 | 0 | 0 | 83 | 8 | 4 | 4 | 0 | 0 | 8 | 84 | -3 | 19 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 24 | 0 | 0 | 79 | 8 | 8 | 4 | 0 | 0 | 9 | 75 | 8 | 44 |
| **TOTAL HAMBURG** | | | | | **530** | **0** | **0** | **86** | **9** | **3** | **1** | **0** | **0** | **5** | **82** | **5** | **5** |
| HANOVER | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 91 | 5 | 0 | 5 | 0 | 0 | -1 | 74 | 10 | 19 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 93 | 3 | 0 | 3 | 0 | 0 | 5 | 86 | 10 | 29 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 3 | 90 | 4 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 40 | 0 | 0 | 93 | 5 | 3 | 0 | 0 | 0 | -1 | 89 | 0 | 36 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 40 | 0 | 0 | 98 | 3 | 0 | 0 | 0 | 0 | -2 | 92 | 2 | 36 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | -1 | 80 | 5 | 30 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 7 | 87 | -1 | 30 |
| | HEATHROW | LUFTHANSA | S | A | 61 | 0 | 0 | 82 | 15 | 3 | 0 | 0 | 0 | 4 | 75 | 9 | 59 |
| | HEATHROW | LUFTHANSA | S | D | 60 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | -2 | 95 | 0 | 59 |
| **TOTAL HANOVER** | | | | | **345** | **0** | **0** | **91** | **7** | **1** | **1** | **0** | **0** | **1** | **84** | **6** | **6** |
| HARARE | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ZIMBABWE | S | A | 18 | 0 | 0 | 44 | 28 | 17 | 11 | 0 | 0 | 23 | 65 | 17 | 17 |
| | GATWICK | AIR ZIMBABWE | S | D | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 0 | 8 | 94 | 3 | 17 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HARARE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 87 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 68 | 0 | 0 | 0 |
| **TOTAL HARARE** | | | | | **53** | **0** | **0** | **55** | **11** | **15** | **19** | **0** | **0** | **26** | **74** | **9** | **9** |
| HASSI MESSAOUD | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ALGERIE | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| | GATWICK | AIR ALGERIE | C | D | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 75 | 0 | 0 | 0 |
| **TOTAL HASSI MESSAOUD** | | | | | **8** | **0** | **0** | **38** | **13** | **13** | **38** | **0** | **0** | **32** | **0** | **0** | **0** |
| HAVANA | | | | | | | | | | | | | | | | | |
| | STANSTED | CUBANA | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -20 | 50 | 14 | 4 |
| | STANSTED | CUBANA | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 50 | 10 | 4 |
| **TOTAL HAVANA** | | | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **-6** | **50** | **12** | **12** |
| HEATHROW | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 240 | 0 | 2 | 85 | 11 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 239 | 0 | 2 | 81 | 13 | 5 | 1 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 230 | 1 | 6 | 82 | 15 | 3 | 0 | 0 | 0 | 7 | 85 | 6 | 227 |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 231 | 1 | 5 | 92 | 6 | 1 | 0 | 0 | 0 | 4 | 94 | 3 | 232 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 312 | 5 | 0 | 91 | 7 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 312 | 0 | 0 | 87 | 12 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 317 | 0 | 1 | 86 | 10 | 4 | 0 | 0 | 0 | 6 | 88 | 6 | 306 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 315 | 4 | 3 | 92 | 7 | 1 | 0 | 0 | 0 | 3 | 93 | 2 | 307 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 287 | 10 | 0 | 85 | 10 | 3 | 1 | 0 | 0 | 6 | 79 | 9 | 279 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 288 | 8 | 0 | 93 | 3 | 3 | 1 | 0 | 0 | 3 | 92 | 2 | 279 |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | A | 158 | 4 | 0 | 89 | 8 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | D | 158 | 3 | 0 | 97 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL HEATHROW** | | | | | **3088** | **36** | **20** | **88** | **9** | **2** | **0** | **0** | **0** | **5** | **89** | **5** | **5** |
| HELSINKI | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 77 | 17 | 5 | 2 | 0 | 0 | 5 | 85 | 3 | 55 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 87 | 12 | 2 | 0 | 0 | 0 | 4 | 93 | 3 | 55 |

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

Origin / Destinations: H

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HELSINKI | | | | | | | | | | | | | | | | | |
| | GATWICK | FINNAIR | S | A | 34 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GATWICK | FINNAIR | S | D | 30 | 0 | 0 | 83 | 7 | 7 | 3 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | FINNAIR | S | A | 90 | 0 | 0 | 62 | 24 | 13 | 0 | 0 | 0 | 10 | 67 | 10 | 81 |
| | HEATHROW | FINNAIR | S | D | 90 | 0 | 0 | 81 | 17 | 2 | 0 | 0 | 0 | 4 | 85 | 4 | 82 |
| | MANCHESTER | FINNAIR | S | A | 29 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 87 | 1 | 30 |
| | MANCHESTER | FINNAIR | S | D | 30 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 1 | 80 | 11 | 30 |
| | STANSTED | FINNAIR | S | A | 16 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 3 | 80 | 12 | 10 |
| | STANSTED | FINNAIR | S | D | 15 | 0 | 0 | 73 | 7 | 13 | 7 | 0 | 0 | 16 | 55 | 24 | 11 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 8 | 1 | 1 | 63 | 38 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 8 | 0 | 0 | 50 | 0 | 13 | 38 | 0 | 0 | 44 | 0 | 0 | 0 |
| | MANCHESTER | SAS | S | A | 25 | 0 | 0 | 68 | 20 | 12 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MANCHESTER | SAS | S | D | 30 | 0 | 0 | 90 | 0 | 3 | 7 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL HELSINKI** | | | | | **525** | **1** | **1** | **80** | **13** | **5** | **2** | **0** | **0** | **6** | **81** | **6** | **6** |
| HERAKLION | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 3 | 0 | 1 | 33 | 33 | 0 | 33 | 0 | 0 | 34 | 0 | 38 | 3 |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 100 | -1 | 3 |
| | MANCHESTER | AIR 2000 | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 50 | 20 | 8 |
| | MANCHESTER | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 2 | 70 | 17 | 10 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 7 | 0 | 0 | 29 | 43 | 29 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 11 | 100 | 0 | 1 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 46 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 38 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 34 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 56 | 14 | 40 | 7 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 78 | 10 | 9 |
| | GATWICK | MONARCH AIRLINES | C | A | 9 | 0 | 1 | 0 | 33 | 44 | 22 | 0 | 0 | 41 | 11 | 31 | 9 |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 60 | 30 | 10 | 0 | 0 | 0 | 17 | 88 | 2 | 8 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 1 | 29 | 0 | 43 | 29 | 0 | 0 | 49 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 22 | 33 | 22 | 22 | 0 | 0 | 42 | 0 | 0 | 0 |

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

Origin / Destinations: H

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HERAKLION | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 25 | 20 | 99 | 5 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 21 | 50 | 92 | 4 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 1 | 0 | 0 | 100 | 0 | 0 | 0 | 49 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| **TOTAL HERAKLION** | | | | | **113** | **0** | **5** | **47** | **17** | **22** | **14** | **0** | **0** | **26** | **52** | **29** | **29** |
| HONG KONG (CHEP LAP KOK | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 1 | 0 | 17 | 37 | 37 | 10 | 0 | 0 | 33 | 23 | 31 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 90 | 3 | 7 | 0 | 0 | 0 | 2 | 93 | -1 | 30 |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | A | 43 | 0 | 0 | 5 | 16 | 42 | 37 | 0 | 0 | 50 | 6 | 57 | 31 |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | D | 43 | 0 | 0 | 86 | 9 | 2 | 2 | 0 | 0 | 4 | 97 | -3 | 30 |
| | MANCHESTER | CATHAY PACIFIC AIRWAYS | S | A | 30 | 0 | 0 | 13 | 13 | 27 | 47 | 0 | 0 | 55 | 10 | 48 | 30 |
| | MANCHESTER | CATHAY PACIFIC AIRWAYS | S | D | 30 | 0 | 0 | 70 | 10 | 13 | 7 | 0 | 0 | 13 | 70 | 15 | 30 |
| | HEATHROW | UNITED AIRLINES | S | A | 30 | 0 | 0 | 67 | 13 | 7 | 10 | 3 | 0 | 18 | 0 | 0 | 0 |
| | HEATHROW | UNITED AIRLINES | S | D | 30 | 0 | 0 | 57 | 37 | 0 | 7 | 0 | 0 | 16 | 0 | 0 | 0 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 27 | 17 | 30 | 20 | 7 | 0 | 50 | 30 | 41 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 2 | 80 | 15 | 30 |
| **TOTAL HONG KONG (CHEP LAP KOK)** | | | | | **326** | **1** | **0** | **52** | **15** | **17** | **14** | **1** | **0** | **25** | **51** | **26** | **26** |
| HOUSTON | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 29 | 1 | 1 | 59 | 10 | 14 | 14 | 3 | 0 | 35 | 77 | 9 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 70 | 10 | 10 | 7 | 0 | 3 | 28 | 87 | 8 | 30 |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 43 | 0 | 1 | 65 | 7 | 23 | 5 | 0 | 0 | 17 | 67 | 24 | 30 |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 42 | 0 | 1 | 86 | 10 | 5 | 0 | 0 | 0 | 7 | 93 | 4 | 30 |
| **TOTAL HOUSTON** | | | | | **144** | **1** | **3** | **71** | **9** | **13** | **6** | **1** | **1** | **20** | **81** | **11** | **11** |
| HUMBERSIDE | | | | | | | | | | | | | | | | | |
| HURGHADA | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 84 | 33 | 18 | 3 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 27 | 0 | 0 | 0 |
| **TOTAL HURGHADA** | | | | | **8** | **0** | **0** | **38** | **0** | **13** | **50** | **0** | **0** | **55** | **46** | **17** | **17** |

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IBIZA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 3 | 0 | 2 | 67 | 0 | 0 | 33 | 0 | 0 | 25 | 100 | 3 | 2 |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 14 | 67 | 10 | 3 |
| | MANCHESTER | AIR 2000 | C | A | 6 | 0 | 1 | 67 | 17 | 0 | 17 | 0 | 0 | 10 | 70 | 15 | 10 |
| | MANCHESTER | AIR 2000 | C | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 4 | 67 | -21 | 12 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 3 | 1 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 33 | 67 | 3 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 4 | 40 | 38 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 27 | 3 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 25 | 22 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 67 | 21 | 9 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 28 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 32 | 0 | 0 | 0 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 126 | 29 | 28 | 7 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 137 | 43 | 20 | 7 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 33 | 17 | 0 | 33 | 0 | 17 | 135 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 8 | 1 | 0 | 75 | 0 | 0 | 13 | 13 | 0 | 50 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 4 | 44 | 0 | 0 | 44 | 11 | 0 | 64 | 100 | -4 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 12 | 1 | 1 | 67 | 0 | 8 | 25 | 0 | 0 | 21 | 75 | 8 | 4 |
| **TOTAL IBIZA** | | | | | **103** | **3** | **11** | **65** | **10** | **6** | **15** | **4** | **1** | **33** | **60** | **17** | **17** |
| INNSBRUCK | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AB | C | A | 2 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 33 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 4 | 1 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 33 | 20 | 72 | 10 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 42 | 56 | 23 | 9 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 212 | 50 | 36 | 4 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 75 | 21 | 4 |
| **TOTAL INNSBRUCK** | | | | | **18** | **1** | **1** | **39** | **17** | **17** | **22** | **0** | **6** | **51** | **48** | **44** | **44** |
| INVERNESS | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: I

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INVERNESS | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 89 | 0 | 0 | 75 | 19 | 3 | 2 | 0 | 0 | 10 | 82 | 6 | 90 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 89 | 0 | 0 | 90 | 6 | 3 | 1 | 0 | 0 | 2 | 91 | 2 | 90 |
| | GLASGOW | LOGANAIR | S | A | 23 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | D | 24 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL INVERNESS** | | | | | **225** | **0** | **0** | **84** | **12** | **3** | **1** | **0** | **0** | **5** | **86** | **4** | **4** |
| ISLAMABAD | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 22 | 44 | 22 | 11 | 0 | 0 | 31 | 25 | 49 | 8 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 75 | 6 | 8 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 22 | 33 | 33 | 11 | 0 | 0 | 33 | 13 | 52 | 8 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 33 | 33 | 22 | 11 | 0 | 0 | 29 | 50 | 23 | 8 |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 11 | 44 | 11 | 11 | 11 | 11 | 89 | 11 | 58 | 9 |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 9 | 0 | 0 | 11 | 22 | 11 | 33 | 22 | 0 | 104 | 33 | 31 | 9 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 8 | 0 | 0 | 25 | 0 | 13 | 13 | 50 | 0 | 132 | 11 | 93 | 9 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 8 | 0 | 0 | 38 | 0 | 0 | 63 | 0 | 0 | 88 | 25 | 46 | 8 |
| **TOTAL ISLAMABAD** | | | | | **70** | **0** | **0** | **30** | **26** | **14** | **19** | **10** | **1** | **63** | **30** | **45** | **45** |
| ISLAY | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 25 | 3 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | -1 | 90 | 3 | 29 |
| | GLASGOW | LOGANAIR | S | D | 27 | 3 | 0 | 78 | 11 | 4 | 7 | 0 | 0 | 9 | 92 | -2 | 26 |
| **TOTAL ISLAY** | | | | | **52** | **6** | **0** | **83** | **10** | **4** | **4** | **0** | **0** | **4** | **91** | **1** | **1** |
| ISLE OF MAN | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BA CITIEXPRESS (IOM) LTD | S | A | 52 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | -1 | 98 | -1 | 50 |
| | BIRMINGHAM | BA CITIEXPRESS (IOM) LTD | S | D | 52 | 0 | 0 | 96 | 2 | 0 | 2 | 0 | 0 | 5 | 92 | 6 | 50 |
| | GLASGOW | BA CITIEXPRESS (IOM) LTD | S | A | 33 | 1 | 0 | 67 | 15 | 12 | 6 | 0 | 0 | 14 | 94 | 1 | 32 |
| | GLASGOW | BA CITIEXPRESS (IOM) LTD | S | D | 33 | 1 | 0 | 82 | 9 | 6 | 3 | 0 | 0 | 7 | 94 | 1 | 32 |
| | HEATHROW | BA CITIEXPRESS (IOM) LTD | S | A | 81 | 0 | 0 | 69 | 17 | 7 | 5 | 1 | 0 | 16 | 73 | 8 | 79 |
| | HEATHROW | BA CITIEXPRESS (IOM) LTD | S | D | 81 | 0 | 0 | 79 | 11 | 6 | 2 | 1 | 0 | 9 | 94 | -2 | 79 |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | A | 15 | 0 | 1 | 80 | 7 | 7 | 0 | 7 | 0 | 16 | 93 | -5 | 15 |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | D | 14 | 1 | 1 | 86 | 7 | 0 | 7 | 0 | 0 | 10 | 92 | 0 | 13 |
| | MANCHESTER | BA CITIEXPRESS (IOM) LTD | S | A | 86 | 0 | 0 | 83 | 12 | 6 | 0 | 0 | 0 | 7 | 94 | 4 | 85 |

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

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ISLE OF MAN | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BA CITIEXPRESS (IOM) LTD | S | D | 86 | 1 | 0 | 91 | 5 | 5 | 0 | 0 | 0 | -1 | 96 | -5 | 85 |
| **TOTAL ISLE OF MAN** | | | | | **535** | **4** | **2** | **83** | **9** | **5** | **2** | **1** | **0** | **7** | **91** | **1** | **1** |
| ISTANBUL | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 78 | 13 | 7 | 2 | 0 | 0 | 5 | 72 | 8 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 78 | 17 | 3 | 2 | 0 | 0 | 7 | 85 | 6 | 60 |
| | GATWICK | ISTANBUL HAVA YOLLARI | C | A | 4 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 0 | 47 | 8 |
| | GATWICK | ISTANBUL HAVA YOLLARI | C | D | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 40 | 25 | 50 | 8 |
| | HEATHROW | ISTANBUL HAVA YOLLARI | C | A | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 35 | 0 | 132 | 7 |
| | HEATHROW | ISTANBUL HAVA YOLLARI | C | D | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 34 | 0 | 127 | 7 |
| | MANCHESTER | ISTANBUL HAVA YOLLARI | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 29 | 50 | 21 | 4 |
| | MANCHESTER | ISTANBUL HAVA YOLLARI | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 26 | 75 | 9 | 4 |
| | STANSTED | ISTANBUL HAVA YOLLARI | C | A | 5 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 40 | 0 | 0 | 0 |
| | STANSTED | ISTANBUL HAVA YOLLARI | C | D | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| | GATWICK | ONUR AIR | C | A | 8 | 0 | 0 | 38 | 25 | 25 | 0 | 13 | 0 | 43 | 78 | 9 | 9 |
| | GATWICK | ONUR AIR | C | D | 8 | 0 | 0 | 25 | 13 | 50 | 0 | 13 | 0 | 49 | 89 | 11 | 9 |
| | GATWICK | SUNWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 74 | 0 | 0 | 0 |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 60 | 0 | 0 | 40 | 32 | 20 | 7 | 2 | 0 | 24 | 67 | 10 | 60 |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 60 | 0 | 0 | 80 | 12 | 3 | 5 | 0 | 0 | 11 | 97 | 1 | 60 |
| **TOTAL ISTANBUL** | | | | | **302** | **0** | **3** | **61** | **18** | **15** | **5** | **1** | **0** | **17** | **72** | **15** | **15** |
| IZMIR (ADNAM MENDERES) | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 1 | 0 | 25 | 75 | 0 | 0 | 0 | 36 | 0 | 52 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 1 | 25 | 25 | 25 | 25 | 0 | 0 | 45 | 100 | 9 | 4 |
| | GATWICK | ONUR AIR | C | A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 33 | 100 | -10 | 1 |
| | GATWICK | ONUR AIR | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 100 | 7 | 1 |
| | MANCHESTER | ONUR AIR | C | A | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | ONUR AIR | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | SUNWAYS | C | A | 4 | 0 | 1 | 50 | 25 | 25 | 0 | 0 | 0 | 21 | 33 | 22 | 3 |

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

Origin / Destinations: I

| | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| **ORIGIN / DESTINATION** | **REPORTING AIRPORT** | **AIRLINE** | **CHARTER/ SCHED** | **ARR/ DEP** | | **Actual (7)** | **Plan (8)** | **Early to 15 mins** | **16 to 30 mins** | **31 to 60 mins** | **1h 1m to 3 hours** | **3h 1m to 6 hours** | **More than 6 hours** | **Average delay (mins)** | **% Early to 15** | **Average Delay (mins)** | **No matched records** |
| IZMIR (ADNAM MENDERES) | | | | | | | | | | | | | | | | | |
| | GATWICK | SUNWAYS | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 16 | 25 | 30 | 4 |
| | MANCHESTER | SUNWAYS | C | A | 4 | 0 | 1 | 75 | 0 | 0 | 25 | 0 | 0 | 5 | 100 | -7 | 3 |
| | MANCHESTER | SUNWAYS | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 28 | 75 | 12 | 4 |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 1 | 89 | 11 | 9 |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 9 | 0 | 0 | 22 | 22 | 44 | 11 | 0 | 0 | 35 | 0 | 43 | 9 |
| **TOTAL IZMIR (ADNAM MENDERES)** | | | | | **72** | **0** | **7** | **44** | **25** | **22** | **8** | **0** | **0** | **23** | **55** | **26** | **26** |

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

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JAKARTA (SOEKARNO-HATT | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 24 | 6 | 53 | 18 | 0 | 0 | 43 | 47 | 27 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 0 | 6 | 100 | 1 | 17 |
| **TOTAL JAKARTA (SOEKARNO-HATTA INTNL)** | | | | | **34** | **0** | **0** | **56** | **6** | **26** | **12** | **0** | **0** | **25** | **60** | **65** | **65** |
| JEDDAH | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 65 | 18 | 18 | 0 | 0 | 0 | 14 | 65 | 46 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 82 | 6 | 12 | 0 | 0 | 0 | 5 | 82 | 5 | 17 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 17 | 4 | 0 | 29 | 47 | 18 | 6 | 0 | 0 | 21 | 35 | 21 | 17 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 21 | 0 | 0 | 86 | 5 | 10 | 0 | 0 | 0 | 11 | 83 | 10 | 18 |
| | MANCHESTER | SAUDI ARABIAN AIRLINES | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 101 | 0 | 73 | 1 |
| **TOTAL JEDDAH** | | | | | **74** | **4** | **0** | **65** | **18** | **15** | **3** | **0** | **0** | **15** | **66** | **21** | **21** |
| JERBA | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 232 | 33 | 80 | 3 |
| **TOTAL JERBA** | | | | | **3** | **0** | **0** | **0** | **67** | **0** | **0** | **0** | **33** | **163** | **20** | **89** | **89** |
| JEREZ | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 1 | 1 | 33 | 0 | 0 | 67 | 0 | 0 | 47 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 88 | 0 | 0 | 0 |
| **TOTAL JEREZ** | | | | | **7** | **1** | **1** | **14** | **14** | **0** | **71** | **0** | **0** | **71** | **60** | **30** | **30** |
| JERSEY | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMI BRITISH MIDLAND | S | A | 32 | 0 | 1 | 97 | 0 | 3 | 0 | 0 | 0 | 1 | 87 | 6 | 31 |
| | BIRMINGHAM | BMI BRITISH MIDLAND | S | D | 32 | 0 | 1 | 97 | 0 | 0 | 3 | 0 | 0 | 2 | 81 | 11 | 32 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 11 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 87 | 3 | 15 |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 94 | 1 | 16 |
| | LUTON | BMI BRITISH MIDLAND | S | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 100 | -3 | 4 |
| | LUTON | BMI BRITISH MIDLAND | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 83 | -7 | 6 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 119 | 0 | 1 | 80 | 13 | 5 | 2 | 1 | 0 | 11 | 79 | 16 | 112 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 119 | 0 | 1 | 90 | 6 | 2 | 1 | 2 | 0 | 3 | 84 | 19 | 114 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 53 | 1 | 0 | 72 | 19 | 4 | 6 | 0 | 0 | 10 | 70 | 26 | 60 |

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

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JERSEY | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 53 | 0 | 0 | 87 | 8 | 2 | 4 | 0 | 0 | 1 | 80 | 11 | 44 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 120 | 1 | 2 | 78 | 13 | 6 | 3 | 1 | 0 | 12 | 71 | 19 | 119 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 121 | 0 | 1 | 77 | 15 | 5 | 2 | 1 | 0 | 12 | 84 | 13 | 119 |
| | BIRMINGHAM | DUO AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BIRMINGHAM | DUO AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | A | 59 | 0 | 0 | 80 | 8 | 3 | 8 | 0 | 0 | 6 | 100 | 5 | 3 |
| | BIRMINGHAM | JERSEY EUROPEAN AIRWAYS | S | D | 60 | 0 | 0 | 87 | 0 | 5 | 7 | 2 | 0 | 16 | 80 | 54 | 10 |
| | GATWICK | JERSEY EUROPEAN AIRWAYS | S | A | 111 | 1 | 0 | 77 | 13 | 3 | 5 | 2 | 1 | 19 | 85 | 9 | 114 |
| | GATWICK | JERSEY EUROPEAN AIRWAYS | S | D | 119 | 1 | 6 | 83 | 8 | 3 | 5 | 1 | 0 | 11 | 85 | 15 | 114 |
| | MANCHESTER | KLM UK LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 33 | 54 | 3 |
| | MANCHESTER | KLM UK LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 61 | 3 |
| | STANSTED | KLM UK LTD | S | A | 36 | 0 | 1 | 89 | 8 | 3 | 0 | 0 | 0 | -2 | 83 | 4 | 35 |
| | STANSTED | KLM UK LTD | S | D | 36 | 0 | 1 | 78 | 17 | 3 | 3 | 0 | 0 | 11 | 57 | 28 | 35 |
| **TOTAL JERSEY** | | | | | **1130** | **6** | **16** | **82** | **10** | **4** | **3** | **1** | **0** | **9** | **80** | **15** | **15** |
| JOHANNESBURG | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 0 | 70 | 22 | 7 | 0 | 0 | 0 | 9 | 64 | 18 | 22 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 4 | 91 | 2 | 22 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 81 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 6 | 0 | 0 | 50 | 17 | 0 | 17 | 17 | 0 | 66 | 0 | 0 | 0 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 26 | 0 | 0 | 27 | 27 | 35 | 8 | 4 | 0 | 39 | 32 | 84 | 25 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 24 | 0 | 0 | 54 | 25 | 17 | 4 | 0 | 0 | 18 | 68 | 24 | 25 |
| **TOTAL JOHANNESBURG** | | | | | **112** | **0** | **0** | **56** | **20** | **16** | **5** | **3** | **0** | **23** | **63** | **34** | **34** |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KANO | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL KANO** | | | | | **8** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** |
| KARACHI | | | | | | | | | | | | | | | | | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 8 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 0 | 30 | 6 | 79 | 18 |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 53 | 27 | 17 |
| **TOTAL KARACHI** | | | | | **16** | **0** | **0** | **44** | **25** | **31** | **0** | **0** | **0** | **22** | **29** | **53** | **53** |
| KARLSTAD | | | | | | | | | | | | | | | | | |
| KARUP | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 43 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 46 | 0 | 0 | 0 |
| **TOTAL KARUP** | | | | | **12** | **0** | **0** | **17** | **50** | **8** | **25** | **0** | **0** | **41** | **0** | **0** | **0** |
| KATHMANDU | | | | | | | | | | | | | | | | | |
| | GATWICK | ROYAL NEPAL AIRLINES | S | A | 8 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 33 | 11 | 152 | 9 |
| | GATWICK | ROYAL NEPAL AIRLINES | S | D | 7 | 0 | 1 | 57 | 14 | 14 | 14 | 0 | 0 | 22 | 56 | 135 | 9 |
| **TOTAL KATHMANDU** | | | | | **15** | **0** | **1** | **47** | **20** | **20** | **13** | **0** | **0** | **28** | **33** | **143** | **143** |
| KATOWICE | | | | | | | | | | | | | | | | | |
| KEFALLINIA | | | | | | | | | | | | | | | | | |
| KEFLAVIK | | | | | | | | | | | | | | | | | |
| | GLASGOW | ICELANDAIR | S | A | 9 | 1 | 4 | 89 | 0 | 0 | 0 | 0 | 11 | 77 | 100 | -14 | 9 |
| | GLASGOW | ICELANDAIR | S | D | 9 | 1 | 4 | 78 | 11 | 0 | 0 | 0 | 11 | 72 | 100 | -3 | 9 |
| | HEATHROW | ICELANDAIR | S | A | 28 | 2 | 2 | 68 | 7 | 21 | 4 | 0 | 0 | 7 | 80 | 2 | 30 |
| | HEATHROW | ICELANDAIR | S | D | 28 | 2 | 2 | 75 | 14 | 7 | 4 | 0 | 0 | 10 | 87 | 3 | 30 |
| **TOTAL KEFLAVIK** | | | | | **76** | **6** | **12** | **75** | **9** | **11** | **3** | **0** | **3** | **23** | **87** | **0** | **0** |
| KERRY COUNTY | | | | | | | | | | | | | | | | | |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | A | 15 | 0 | 0 | 87 | 7 | 0 | 7 | 0 | 0 | 7 | 93 | -8 | 14 |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KERRY COUNTY | | | | | | | | | | | | | | | | | |
| | LUTON | BA CITIEXPRESS (IOM) LTD | S | D | 13 | 2 | 0 | 77 | 8 | 8 | 0 | 8 | 0 | 19 | 100 | 1 | 14 |
| **TOTAL KERRY COUNTY** | | | | | **28** | **2** | **0** | **82** | **7** | **4** | **4** | **4** | **0** | **13** | **94** | **-2** | **-2** |
| KHARTOUM | | | | | | | | | | | | | | | | | |
| | HEATHROW | SUDAN AIRWAYS | S | A | 6 | 1 | 1 | 83 | 0 | 0 | 0 | 17 | 0 | 28 | 63 | 44 | 8 |
| | HEATHROW | SUDAN AIRWAYS | S | D | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 11 | 75 | 8 | 8 |
| **TOTAL KHARTOUM** | | | | | **13** | **1** | **1** | **77** | **8** | **8** | **0** | **8** | **0** | **19** | **51** | **54** | **54** |
| KIEV | | | | | | | | | | | | | | | | | |
| | HEATHROW | TURKMENISTAN AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| | HEATHROW | TURKMENISTAN AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL KIEV** | | | | | **4** | **0** | **0** | **75** | **25** | **0** | **0** | **0** | **0** | **-3** | **0** | **0** | **0** |
| KIEV (BORISPOL) | | | | | | | | | | | | | | | | | |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | A | 17 | 0 | 0 | 76 | 6 | 18 | 0 | 0 | 0 | 7 | 67 | 13 | 12 |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | D | 17 | 0 | 0 | 76 | 0 | 24 | 0 | 0 | 0 | 12 | 67 | 17 | 12 |
| **TOTAL KIEV (BORISPOL)** | | | | | **34** | **0** | **0** | **76** | **3** | **21** | **0** | **0** | **0** | **10** | **67** | **15** | **15** |
| KINGSTON | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 42 | 25 | 17 | 8 | 0 | 8 | 62 | 62 | 22 | 13 |
| | GATWICK | TRANS JAMAICA | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 176 | 0 | 0 | 0 |
| | GATWICK | TRANS JAMAICA | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 37 | 0 | 0 | 0 |
| **TOTAL KINGSTON** | | | | | **16** | **0** | **0** | **31** | **25** | **19** | **13** | **6** | **6** | **73** | **53** | **27** | **27** |
| KINLOSS | | | | | | | | | | | | | | | | | |
| KINROSS | | | | | | | | | | | | | | | | | |
| KIRKWALL | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 1 | 95 | 1 | 19 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 6 | 100 | 1 | 19 |
| | EDINBURGH | LOGANAIR | S | A | 26 | 0 | 0 | 46 | 27 | 19 | 8 | 0 | 0 | 25 | 0 | 0 | 0 |
| | EDINBURGH | LOGANAIR | S | D | 26 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | -11 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 91 | -4 | 23 |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KIRKWALL | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 85 | 5 | 20 |
| **TOTAL KIRKWALL** | | | | | **98** | **0** | **0** | **79** | **11** | **8** | **2** | **0** | **0** | **5** | **93** | **1** | **1** |
| KLAGENFURT | | | | | | | | | | | | | | | | | |
| KOS | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 65 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 68 | 0 | 43 | 3 |
| | MANCHESTER | AIR 2000 | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 75 | -2 | 4 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 50 | 80 | 7 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 1 | 0 | 0 | 67 | 33 | 0 | 0 | 70 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 93 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 33 | 17 | 17 | 33 | 0 | 0 | 53 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 0 | 54 | 0 | 0 | 0 |
| **TOTAL KOS** | | | | | **35** | **0** | **1** | **29** | **6** | **14** | **49** | **3** | **0** | **65** | **55** | **18** | **18** |
| KRISTIANSAND (KJEVIK) | | | | | | | | | | | | | | | | | |
| | GATWICK | MAERSK AIR | S | A | 26 | 0 | 0 | 62 | 27 | 12 | 0 | 0 | 0 | 13 | 72 | 12 | 25 |
| | GATWICK | MAERSK AIR | S | D | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 96 | 5 | 25 |
| **TOTAL KRISTIANSAND (KJEVIK)** | | | | | **52** | **0** | **0** | **81** | **13** | **6** | **0** | **0** | **0** | **8** | **84** | **9** | **9** |
| KRISTIANSUND (KUERNBER | | | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | | | | | | | | | | | | | | | | | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM-MAS | S | A | 60 | 0 | 0 | 5 | 28 | 47 | 15 | 3 | 2 | 66 | 6 | 57 | 36 |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM-MAS | S | D | 59 | 0 | 0 | 75 | 14 | 2 | 5 | 5 | 0 | 23 | 92 | 7 | 36 |
| **TOTAL KUALA LUMPUR (SEPANG)** | | | | | **119** | **0** | **0** | **39** | **21** | **24** | **10** | **4** | **1** | **45** | **49** | **32** | **32** |
| KUWAIT | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | -1 | 90 | -5 | 21 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 100 | -2 | 22 |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 30 | 0 | 0 | 37 | 27 | 30 | 7 | 0 | 0 | 26 | 23 | 40 | 30 |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 30 | 0 | 0 | 57 | 13 | 17 | 13 | 0 | 0 | 20 | 63 | 25 | 30 |

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

Origin / Destinations: K

| | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| KUWAIT | | | | | | | | | | | | | | | | | |
| **TOTAL KUWAIT** | | | | | **112** | **0** | **0** | **70** | **12** | **13** | **5** | **0** | **0** | **13** | **65** | **17** | **17** |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LA CORUNA | | | | | | | | | | | | | | | | | |
| | STANSTED | AVIACO | S | A | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | STANSTED | AVIACO | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| **TOTAL LA CORUNA** | | | | | **26** | **0** | **0** | **92** | **0** | **8** | **0** | **0** | **0** | **4** | **0** | **0** | **0** |
| LAGOS | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 73 | 20 | 3 | 3 | 0 | 0 | 7 | 67 | 26 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 60 | 10 | 23 | 7 | 0 | 0 | 24 | 67 | 31 | 30 |
| | HEATHROW | NIGERIA AIRWAYS | S | A | 9 | 1 | 4 | 0 | 11 | 33 | 44 | 11 | 0 | 103 | 0 | 175 | 9 |
| | HEATHROW | NIGERIA AIRWAYS | S | D | 9 | 1 | 12 | 22 | 0 | 22 | 11 | 44 | 0 | 125 | 25 | 109 | 8 |
| **TOTAL LAGOS** | | | | | **78** | **2** | **16** | **54** | **13** | **17** | **10** | **6** | **0** | **38** | **55** | **54** | **54** |
| LAHORE | | | | | | | | | | | | | | | | | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 8 | 0 | 0 | 0 | 13 | 50 | 25 | 13 | 0 | 76 | 0 | 0 | 0 |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 43 | 0 | 0 | 0 |
| **TOTAL LAHORE** | | | | | **16** | **0** | **0** | **31** | **13** | **25** | **25** | **6** | **0** | **59** | **0** | **0** | **0** |
| LARNACA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | S | A | 17 | 0 | 0 | 71 | 18 | 12 | 0 | 0 | 0 | 9 | 64 | 12 | 11 |
| | GATWICK | AIR 2000 | S | D | 16 | 0 | 0 | 50 | 31 | 19 | 0 | 0 | 0 | 15 | 69 | 15 | 13 |
| | MANCHESTER | AIR 2000 | S | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | S | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 42 | 0 | 0 | 0 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 4 | 50 | 34 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 56 | 33 | 0 | 11 | 0 | 0 | 16 | 75 | -8 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -4 | 29 | 59 | 7 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 50 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 33 | 0 | 0 | 76 | 12 | 3 | 9 | 0 | 0 | 8 | 90 | -3 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 34 | 0 | 0 | 68 | 24 | 0 | 9 | 0 | 0 | 15 | 70 | 18 | 30 |
| | BIRMINGHAM | CYPRUS AIRWAYS | S | A | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 22 | 20 | 59 | 10 |
| | BIRMINGHAM | CYPRUS AIRWAYS | S | D | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 39 | 10 | 65 | 10 |
| | GATWICK | CYPRUS AIRWAYS | S | A | 8 | 0 | 0 | 13 | 50 | 38 | 0 | 0 | 0 | 26 | 42 | 22 | 12 |
| | GATWICK | CYPRUS AIRWAYS | S | D | 9 | 0 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 52 | 38 | 42 | 13 |
| | HEATHROW | CYPRUS AIRWAYS | S | A | 40 | 0 | 0 | 30 | 35 | 25 | 10 | 0 | 0 | 27 | 43 | 39 | 40 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LARNACA | | | | | | | | | | | | | | | | | |
| | HEATHROW | CYPRUS AIRWAYS | S | D | 40 | 0 | 0 | 63 | 20 | 8 | 10 | 0 | 0 | 20 | 63 | 25 | 40 |
| | MANCHESTER | CYPRUS AIRWAYS | S | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 3 | 78 | 11 | 9 |
| | MANCHESTER | CYPRUS AIRWAYS | S | D | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 24 | 11 | 33 | 9 |
| | LUTON | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 25 | 25 | 13 | 38 | 0 | 0 | 58 | 40 | 22 | 5 |
| | LUTON | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 50 | 13 | 0 | 38 | 0 | 0 | 45 | 33 | 30 | 3 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 46 | 0 | 0 | 0 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 11 | 22 | 56 | 11 | 0 | 0 | 46 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 1 | 43 | 43 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 12 | 1 | 1 | 25 | 42 | 25 | 8 | 0 | 0 | 36 | 0 | 40 | 8 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 13 | 0 | 0 | 46 | 38 | 8 | 8 | 0 | 0 | 20 | 50 | 16 | 8 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 0 | 0 | 13 | 88 | 0 | 0 | 79 | 0 | 0 | 0 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL LARNACA** | | | | | **339** | **2** | **18** | **49** | **25** | **15** | **10** | **0** | **0** | **23** | **54** | **28** | **28** |
| LAS PALMAS | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 4 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -27 | 75 | 17 | 4 |
| | BIRMINGHAM | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 50 | 40 | 4 |
| | GATWICK | AIR 2000 | C | A | 14 | 0 | 0 | 57 | 29 | 7 | 7 | 0 | 0 | 15 | 60 | 31 | 10 |
| | GATWICK | AIR 2000 | C | D | 13 | 1 | 1 | 77 | 15 | 8 | 0 | 0 | 0 | 10 | 80 | 21 | 10 |
| | GLASGOW | AIR 2000 | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 6 | 75 | 5 | 4 |
| | GLASGOW | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 37 | 75 | 2 | 4 |
| | MANCHESTER | AIR 2000 | C | A | 9 | 0 | 5 | 44 | 0 | 22 | 33 | 0 | 0 | 47 | 63 | 13 | 8 |
| | MANCHESTER | AIR 2000 | C | D | 9 | 0 | 5 | 56 | 11 | 0 | 33 | 0 | 0 | 46 | 88 | -1 | 8 |
| | NEWCASTLE | AIR 2000 | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | NEWCASTLE | AIR 2000 | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GATWICK | AIR EUROPA | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 168 | 5 |
| | GATWICK | AIR EUROPA | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 185 | 5 |
| | GATWICK | BRITANNIA AB | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 50 | 19 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | -1 | 4 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAS PALMAS | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 29 | 25 | 34 | 8 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 11 | 63 | 20 | 8 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 0 | 29 | 2 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 33 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 75 | 10 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 13 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 12 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 25 | 16 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 7 | 75 | 11 | 8 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 1 | 50 | 25 | 25 | 0 | 0 | 0 | 13 | 100 | 6 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 50 | 11 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 38 | 54 | 8 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 16 | 50 | 38 | 6 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 90 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 0 | 82 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 10 | 20 | 30 | 20 | 20 | 0 | 80 | 0 | 43 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 10 | 40 | 20 | 20 | 10 | 0 | 55 | 25 | 17 | 4 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 80 | -5 | 5 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 29 | 80 | 1 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 10 | 50 | 30 | 10 | 0 | 0 | 36 | 13 | 103 | 8 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 20 | 50 | 20 | 10 | 0 | 0 | 32 | 63 | 28 | 8 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 27 | 25 | 76 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 75 | 67 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 13 | 0 | 0 | 23 | 38 | 15 | 15 | 0 | 8 | 151 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 13 | 0 | 0 | 69 | 8 | 8 | 15 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 84 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 65 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 13 | 0 | 0 | 31 | 23 | 23 | 23 | 0 | 0 | 42 | 22 | 77 | 9 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 13 | 0 | 0 | 54 | 23 | 0 | 23 | 0 | 0 | 35 | 22 | 52 | 9 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAS PALMAS | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 17 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 59 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 1 | 0 | 0 | 67 | 33 | 0 | 0 | 57 | 0 | 0 | 0 |
| | GLASGOW | OASIS INTERNATIONAL | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 81 | 20 | 85 | 5 |
| | GLASGOW | OASIS INTERNATIONAL | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 85 | 0 | 98 | 5 |
| **TOTAL LAS PALMAS** | | | | | **332** | **10** | **15** | **56** | **17** | **11** | **13** | **2** | **1** | **33** | **54** | **34** | **34** |
| LAS VEGAS | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 41 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 48 | 0 | 0 | 0 |
| **TOTAL LAS VEGAS** | | | | | **11** | **0** | **0** | **45** | **9** | **9** | **36** | **0** | **0** | **46** | **0** | **0** | **0** |
| LEEDS BRADFORD | | | | | | | | | | | | | | | | | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 44 | 2 | 4 | 91 | 0 | 2 | 7 | 0 | 0 | 8 | 97 | 1 | 65 |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 43 | 2 | 5 | 93 | 0 | 2 | 5 | 0 | 0 | 5 | 98 | -1 | 64 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 132 | 0 | 1 | 86 | 8 | 3 | 3 | 0 | 0 | 5 | 85 | 2 | 131 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 133 | 0 | 1 | 92 | 5 | 2 | 2 | 0 | 0 | 2 | 92 | 2 | 130 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 67 | 1 | 4 | 78 | 21 | 1 | 0 | 0 | 0 | 9 | 89 | 3 | 47 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 68 | 0 | 4 | 87 | 10 | 1 | 1 | 0 | 0 | 6 | 83 | 11 | 47 |
| | EDINBURGH | GILL AIRWAYS | S | A | 60 | 0 | 0 | 98 | 0 | 0 | 2 | 0 | 0 | -5 | 0 | 0 | 0 |
| | EDINBURGH | GILL AIRWAYS | S | D | 60 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL LEEDS BRADFORD** | | | | | **611** | **5** | **19** | **89** | **6** | **2** | **2** | **0** | **0** | **4** | **90** | **3** | **3** |
| LEIPZIG | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 83 | 2 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 97 | 2 | 30 |
| | HEATHROW | LUFTHANSA | S | A | 46 | 0 | 2 | 83 | 13 | 2 | 2 | 0 | 0 | 9 | 66 | 11 | 59 |
| | HEATHROW | LUFTHANSA | S | D | 23 | 0 | 1 | 87 | 9 | 0 | 4 | 0 | 0 | 4 | 93 | 4 | 30 |
| **TOTAL LEIPZIG** | | | | | **131** | **0** | **3** | **89** | **8** | **1** | **2** | **0** | **0** | **5** | **81** | **6** | **6** |
| LILLE | | | | | | | | | | | | | | | | | |
| | STANSTED | PROTEUS AIR SYSTEM SA | S | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 92 | 6 | 24 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LILLE | | | | | | | | | | | | | | | | | |
| | STANSTED | PROTEUS AIR SYSTEM SA | S | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 15 | 78 | 12 | 18 |
| **TOTAL LILLE** | | | | | **4** | **0** | **0** | **50** | **25** | **25** | **0** | **0** | **0** | **14** | **84** | **9** | **9** |
| LILONGWE | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 29 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| **TOTAL LILONGWE** | | | | | **8** | **0** | **0** | **50** | **25** | **13** | **13** | **0** | **0** | **24** | **67** | **15** | **15** |
| LIMOGES | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| **TOTAL LIMOGES** | | | | | **6** | **0** | **0** | **33** | **17** | **33** | **17** | **0** | **0** | **37** | **57** | **29** | **29** |
| LINZ | | | | | | | | | | | | | | | | | |
| **TOTAL LINZ** | | | | | **4** | **0** | **0** | **50** | **0** | **0** | **50** | **0** | **0** | **56** | **0** | **20** | **20** |
| LISBON | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR PORTUGAL | S | A | 90 | 1 | 0 | 84 | 14 | 1 | 0 | 0 | 0 | 4 | 86 | 5 | 90 |
| | HEATHROW | AIR PORTUGAL | S | D | 90 | 0 | 0 | 89 | 7 | 2 | 1 | 1 | 0 | 5 | 87 | 4 | 90 |
| | GATWICK | BRITANNIA AB | C | A | 6 | 0 | 0 | 33 | 0 | 50 | 17 | 0 | 0 | 34 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 6 | 0 | 0 | 33 | 17 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 90 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 5 | 70 | 12 | 91 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 90 | 0 | 0 | 88 | 11 | 1 | 0 | 0 | 0 | 6 | 80 | 10 | 91 |
| | GATWICK | EUROPEAN AIR CHARTER | C | A | 5 | 1 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 60 | 0 | 0 | 0 |
| | GATWICK | EUROPEAN AIR CHARTER | C | D | 4 | 2 | 2 | 75 | 0 | 0 | 25 | 0 | 0 | 39 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 43 | 100 | -9 | 1 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | -6 | 1 |
| | GATWICK | SATA | C | A | 7 | 1 | 0 | 43 | 57 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | SATA | C | D | 7 | 1 | 2 | 86 | 0 | 0 | 14 | 0 | 0 | 17 | 0 | 0 | 0 |
| **TOTAL LISBON** | | | | | **403** | **6** | **4** | **83** | **12** | **4** | **1** | **0** | **0** | **7** | **80** | **8** | **8** |
| LIVERPOOL | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LJUBLJANA | | | | | | | | | | | | | | | | | |
| | HEATHROW | ADRIA AIRWAYS | S | A | 30 | 0 | 0 | 60 | 27 | 10 | 3 | 0 | 0 | 14 | 62 | 14 | 26 |
| | HEATHROW | ADRIA AIRWAYS | S | D | 30 | 0 | 0 | 83 | 10 | 3 | 3 | 0 | 0 | 6 | 85 | 6 | 26 |
| **TOTAL LJUBLJANA** | | | | | **60** | **0** | **0** | **72** | **18** | **7** | **3** | **0** | **0** | **10** | **73** | **10** | **10** |
| LOS ANGELES INTERNATION | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 50 | 17 | 23 | 10 | 0 | 0 | 23 | 40 | 23 | 30 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 28 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 90 | 4 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 75 | 13 | 10 | 2 | 0 | 0 | 10 | 67 | 13 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 82 | 15 | 0 | 2 | 2 | 0 | 9 | 83 | 7 | 60 |
| | HEATHROW | UNITED AIRLINES | S | A | 30 | 0 | 0 | 37 | 20 | 17 | 27 | 0 | 0 | 35 | 38 | 31 | 29 |
| | HEATHROW | UNITED AIRLINES | S | D | 29 | 1 | 0 | 86 | 3 | 7 | 3 | 0 | 0 | 9 | 87 | 2 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 80 | 7 | 13 | 0 | 0 | 0 | 3 | 70 | 46 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 70 | 17 | 7 | 7 | 0 | 0 | 12 | 60 | 37 | 30 |
| **TOTAL LOS ANGELES INTERNATIONAL** | | | | | **297** | **1** | **0** | **73** | **12** | **9** | **5** | **0** | **0** | **12** | **69** | **18** | **18** |
| LUSAKA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| **TOTAL LUSAKA** | | | | | **17** | **0** | **0** | **71** | **18** | **12** | **0** | **0** | **0** | **13** | **81** | **12** | **12** |
| LUTON | | | | | | | | | | | | | | | | | |
| | EDINBURGH | GB AIRWAYS LTD | S | A | 84 | 1 | 20 | 6 | 7 | 31 | 20 | 36 | 0 | 136 | 0 | 0 | 0 |
| | EDINBURGH | GB AIRWAYS LTD | S | D | 85 | 0 | 5 | 60 | 25 | 5 | 1 | 9 | 0 | 41 | 0 | 0 | 0 |
| | GLASGOW | GB AIRWAYS LTD | S | A | 71 | 0 | 11 | 89 | 7 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GLASGOW | GB AIRWAYS LTD | S | D | 71 | 0 | 11 | 93 | 4 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL LUTON** | | | | | **312** | **1** | **47** | **59** | **11** | **11** | **6** | **12** | **0** | **49** | **100** | **-7** | **-7** |
| LUXEMBOURG | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 2 | 96 | 3 | 25 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 1 | 100 | -2 | 25 |
| | HEATHROW | LUXAIR | S | A | 56 | 0 | 0 | 71 | 25 | 4 | 0 | 0 | 0 | 11 | 83 | 10 | 54 |
| | HEATHROW | LUXAIR | S | D | 56 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | -1 | 96 | -1 | 54 |
| | MANCHESTER | LUXAIR | S | A | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 85 | 8 | 20 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LUXEMBOURG | | | | | | | | | | | | | | | | | |
| | MANCHESTER | LUXAIR | S | D | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 100 | -6 | 20 |
| | STANSTED | LUXAIR | S | A | 26 | 0 | 0 | 92 | 0 | 4 | 4 | 0 | 0 | 8 | 72 | 9 | 25 |
| | STANSTED | LUXAIR | S | D | 26 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 1 | 96 | -4 | 25 |
| **TOTAL LUXEMBOURG** | | | | | **260** | **0** | **0** | **88** | **9** | **3** | **0** | **0** | **0** | **3** | **91** | **3** | **3** |
| LUXOR | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 34 | 0 | 67 | 6 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 60 | 16 | 5 |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 40 | 0 | 40 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 15 | 75 | 9 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 67 | 50 | 107 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 75 | 71 | 4 |
| | HEATHROW | EGYPT AIR | S | A | 6 | 0 | 0 | 50 | 17 | 0 | 17 | 17 | 0 | 53 | 50 | 16 | 6 |
| | HEATHROW | EGYPT AIR | S | D | 5 | 0 | 1 | 60 | 0 | 20 | 20 | 0 | 0 | 29 | 33 | 37 | 6 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 3 | 0 | 5 | 0 | 0 | 33 | 0 | 0 | 67 | 289 | 13 | 43 | 8 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 2 | 0 | 6 | 50 | 0 | 0 | 0 | 0 | 50 | 188 | 0 | 55 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 7 | 2 | 0 | 14 | 43 | 29 | 14 | 0 | 0 | 32 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 5 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL LUXOR** | | | | | **68** | **7** | **12** | **40** | **21** | **22** | **12** | **1** | **4** | **45** | **36** | **43** | **43** |
| LYON | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 40 | 26 | 5 |
| | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 17 | 4 |
| | MANCHESTER | AIR 2000 | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| | HEATHROW | AIR INTER EUROPE | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | HEATHROW | AIR INTER EUROPE | S | A | 52 | 0 | 0 | 56 | 35 | 10 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | HEATHROW | AIR INTER EUROPE | S | D | 52 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | HEATHROW | AIR INTER EUROPE | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | A | 30 | 0 | 0 | 13 | 53 | 30 | 3 | 0 | 0 | 26 | 76 | 14 | 29 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LYON | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | D | 30 | 0 | 0 | 67 | 20 | 13 | 0 | 0 | 0 | 12 | 73 | 14 | 30 |
| | MANCHESTER | AIR LITTORAL | S | A | 38 | 0 | 0 | 68 | 18 | 13 | 0 | 0 | 0 | 9 | 65 | 6 | 34 |
| | MANCHESTER | AIR LITTORAL | S | D | 38 | 0 | 0 | 79 | 16 | 5 | 0 | 0 | 0 | 2 | 59 | 12 | 34 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 50 | 26 | 2 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 12 | 0 | 0 | 33 | 25 | 42 | 0 | 0 | 0 | 22 | 12 | 49 | 17 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 1 | 78 | 11 | 11 | 0 | 0 | 0 | 0 | 43 | 33 | 14 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | -6 | 0 | 53 | 2 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 28 | 0 | 61 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 57 | 17 | 7 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 64 | 0 | 0 | 56 | 30 | 14 | 0 | 0 | 0 | 15 | 74 | 9 | 90 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 65 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 5 | 87 | 5 | 90 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 6 | 0 | 0 | 17 | 17 | 17 | 50 | 0 | 0 | 51 | 29 | 52 | 7 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 6 | 0 | 0 | 17 | 0 | 67 | 17 | 0 | 0 | 40 | 40 | 59 | 5 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 79 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 62 | 0 | 0 | 0 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 30 | 0 | 0 | 63 | 23 | 10 | 3 | 0 | 0 | 13 | 80 | 8 | 30 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 30 | 0 | 0 | 80 | 7 | 3 | 10 | 0 | 0 | 12 | 77 | 12 | 30 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 107 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 1 | 50 | 0 | 0 | 0 | 50 | 0 | 93 | 0 | 0 | 0 |
| | GLASGOW | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 49 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 15 | 0 | 0 | 7 | 27 | 40 | 20 | 7 | 0 | 60 | 0 | 83 | 15 |
| | GATWICK | MONARCH AIRLINES | C | D | 11 | 0 | 4 | 64 | 18 | 18 | 0 | 0 | 0 | 14 | 17 | 65 | 12 |
| | LUTON | MONARCH AIRLINES | C | A | 2 | 0 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | C | D | 2 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 87 | 0 | 60 | 3 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LYON | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 80 | 33 | 26 | 3 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 150 | 0 | 0 | 0 |
| **TOTAL LYON** | | | | | **547** | **0** | **11** | **61** | **21** | **13** | **4** | **1** | **0** | **16** | **64** | **18** | **18** |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MAASTRICHT | | | | | | | | | | | | | | | | | |
| | GATWICK | B A S E BUSINESS AIRLINES | S | A | 41 | 0 | 24 | 44 | 49 | 5 | 2 | 0 | 0 | 18 | 87 | 5 | 39 |
| | GATWICK | B A S E BUSINESS AIRLINES | S | D | 42 | 0 | 23 | 71 | 24 | 2 | 2 | 0 | 0 | 12 | 92 | 4 | 39 |
| | STANSTED | KLM EXEL | S | A | 70 | 0 | 4 | 80 | 16 | 0 | 4 | 0 | 0 | 12 | 81 | 10 | 67 |
| | STANSTED | KLM EXEL | S | D | 70 | 0 | 4 | 93 | 1 | 1 | 4 | 0 | 0 | 4 | 87 | 6 | 67 |
| **TOTAL MAASTRICHT** | | | | | **223** | **0** | **55** | **76** | **19** | **2** | **4** | **0** | **0** | **10** | **86** | **7** | **7** |
| MADRAS/CHENNAI | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 20 | 0 | 67 | 9 |
| | HEATHROW | AIR INDIA | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 12 | 44 | 23 | 9 |
| **TOTAL MADRAS/CHENNAI** | | | | | **19** | **0** | **0** | **79** | **5** | **0** | **16** | **0** | **0** | **15** | **57** | **34** | **34** |
| MADRID | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 3 | 0 | 1 | 33 | 0 | 33 | 33 | 0 | 0 | 62 | 33 | 25 | 6 |
| | GATWICK | AIR 2000 | C | D | 3 | 1 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 57 | 60 | 10 | 5 |
| | GATWICK | AIR EUROPA | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | GATWICK | AIR EUROPA | S | A | 27 | 0 | 0 | 70 | 7 | 11 | 7 | 4 | 0 | 24 | 0 | 0 | 0 |
| | GATWICK | AIR EUROPA | S | D | 27 | 0 | 0 | 48 | 19 | 30 | 4 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | AIR EUROPA | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 55 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 0 | 69 | 3 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 67 | 44 | 3 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 90 | 0 | 0 | 81 | 13 | 3 | 2 | 0 | 0 | 6 | 91 | 1 | 90 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 90 | 0 | 0 | 88 | 9 | 2 | 1 | 0 | 0 | 6 | 88 | 5 | 90 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 120 | 0 | 0 | 83 | 11 | 4 | 2 | 0 | 0 | 5 | 72 | 7 | 90 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 120 | 0 | 0 | 89 | 8 | 3 | 1 | 0 | 0 | 5 | 79 | 8 | 90 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 49 | 0 | 0 | 73 | 12 | 6 | 8 | 0 | 0 | 14 | 92 | 1 | 25 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 49 | 0 | 0 | 88 | 2 | 4 | 6 | 0 | 0 | 7 | 92 | 1 | 25 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 62 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MADRID | | | | | | | | | | | | | | | | | |
| | GATWICK | IBERIA | S | A | 22 | 0 | 0 | 55 | 32 | 14 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | IBERIA | S | D | 22 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 145 | 1 | 1 | 90 | 6 | 3 | 1 | 0 | 0 | 2 | 92 | 1 | 145 |
| | HEATHROW | IBERIA | S | D | 145 | 1 | 1 | 91 | 8 | 0 | 1 | 0 | 0 | 0 | 93 | -2 | 145 |
| | MANCHESTER | IBERIA | S | A | 30 | 0 | 0 | 90 | 3 | 0 | 7 | 0 | 0 | 0 | 90 | -4 | 30 |
| | MANCHESTER | IBERIA | S | D | 30 | 0 | 0 | 73 | 17 | 7 | 3 | 0 | 0 | 12 | 90 | -2 | 30 |
| | STANSTED | KLM UK LTD | S | A | 30 | 0 | 0 | 87 | 0 | 10 | 3 | 0 | 0 | 4 | 77 | 12 | 30 |
| | STANSTED | KLM UK LTD | S | D | 30 | 0 | 0 | 73 | 17 | 7 | 3 | 0 | 0 | 12 | 83 | 11 | 30 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | 0 | 63 | 50 | 35 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 1 | 75 | 1 | 4 |
| | GATWICK | SPANAIR | C | A | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 31 | 89 | 9 | 9 |
| | GATWICK | SPANAIR | C | D | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 29 | 56 | 18 | 9 |
| **TOTAL MADRID** | | | | | **1074** | **4** | **3** | **82** | **10** | **5** | **3** | **0** | **0** | **7** | **85** | **4** | **4** |
| MAHON | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AB | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 20 | 3 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 1 | 75 | 0 | 0 | 25 | 0 | 0 | 21 | 0 | 42 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 24 | 40 | 40 | 5 |
| | LUTON | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 12 | 67 | 10 | 9 |
| | LUTON | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 17 | 78 | 11 | 9 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 3 | 1 | 1 | 0 | 0 | 67 | 0 | 33 | 0 | 92 | 0 | 0 | 0 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 71 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 1 | 60 | 0 | 20 | 20 | 0 | 0 | 25 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 43 | 14 | 29 | 0 | 14 | 0 | 53 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 8 | 2 | 1 | 38 | 38 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 13 | 0 | 0 | 38 | 15 | 15 | 23 | 8 | 0 | 57 | 0 | 0 | 0 |
| **TOTAL MAHON** | | | | | **90** | **4** | **5** | **53** | **13** | **17** | **11** | **6** | **0** | **35** | **63** | **23** | **23** |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MALAGA | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| | BIRMINGHAM | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | A | 10 | 0 | 0 | 40 | 20 | 10 | 30 | 0 | 0 | 38 | 30 | 28 | 10 |
| | GATWICK | AIR 2000 | C | D | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 20 | 70 | 11 | 10 |
| | GLASGOW | AIR 2000 | C | A | 7 | 0 | 1 | 71 | 14 | 0 | 14 | 0 | 0 | 17 | 60 | 96 | 5 |
| | GLASGOW | AIR 2000 | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 72 | 5 |
| | LUTON | AIR 2000 | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | LUTON | AIR 2000 | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 64 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 17 | 1 | 0 | 53 | 6 | 29 | 12 | 0 | 0 | 29 | 44 | 29 | 16 |
| | MANCHESTER | AIR 2000 | C | D | 16 | 0 | 0 | 69 | 0 | 31 | 0 | 0 | 0 | 15 | 76 | 13 | 17 |
| | NEWCASTLE | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | NEWCASTLE | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -8 | 0 | 0 | 0 |
| | GATWICK | AIR EUROPA | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | AIR EUROPA | C | D | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 57 | 0 | 0 | 0 |
| | GLASGOW | AIR EUROPA | C | A | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 13 | 0 | 40 | 50 | 19 | 2 |
| | GLASGOW | AIR EUROPA | C | D | 8 | 0 | 0 | 38 | 38 | 13 | 0 | 0 | 13 | 56 | 0 | 33 | 2 |
| | GATWICK | AIR OPERATIONS EUROPE | C | A | 17 | 0 | 0 | 24 | 12 | 24 | 35 | 6 | 0 | 64 | 0 | 186 | 15 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 14 | 2 | 2 | 43 | 21 | 7 | 14 | 14 | 0 | 59 | 13 | 166 | 15 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | A | 5 | 0 | 0 | 0 | 20 | 0 | 40 | 20 | 20 | 173 | 0 | 198 | 4 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | D | 5 | 0 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 161 | 33 | 73 | 3 |
| | GATWICK | BRITANNIA AB | C | A | 7 | 0 | 0 | 29 | 14 | 43 | 14 | 0 | 0 | 34 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 7 | 0 | 1 | 57 | 14 | 0 | 29 | 0 | 0 | 25 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 38 | 38 | 13 | 0 | 13 | 0 | 44 | 33 | 35 | 9 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 75 | 13 | 0 | 0 | 13 | 0 | 28 | 89 | 21 | 9 |
| | EDINBURGH | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | EDINBURGH | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 8 | 1 | 0 | 13 | 63 | 25 | 0 | 0 | 0 | 28 | 8 | 29 | 12 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 92 | 8 | 12 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 60 | 14 | 5 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 9 | 20 | 36 | 5 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MALAGA | | | | | | | | | | | | | | | | | |
| | LUTON | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 14 | 56 | 4 | 9 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 63 | 0 | 25 | 0 | 13 | 0 | 40 | 78 | 5 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 16 | 0 | 0 | 56 | 31 | 13 | 0 | 0 | 0 | 11 | 45 | 27 | 22 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 82 | 8 | 22 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 0 | 0 | 0 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 75 | 75 | 11 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 57 | 100 | 2 | 4 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 68 | 0 | 0 | 51 | 25 | 12 | 12 | 0 | 0 | 23 | 59 | 14 | 70 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 68 | 0 | 0 | 65 | 22 | 7 | 6 | 0 | 0 | 16 | 80 | 11 | 70 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 50 | 13 | 13 | 13 | 0 | 13 | 68 | 77 | 4 | 13 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 79 | 8 | 14 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 10 | 0 | 0 | 20 | 30 | 20 | 30 | 0 | 0 | 41 | 39 | 71 | 23 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 10 | 0 | 0 | 50 | 0 | 20 | 30 | 0 | 0 | 30 | 45 | 51 | 22 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 9 | 1 | 0 | 33 | 33 | 0 | 11 | 22 | 0 | 77 | 17 | 86 | 6 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 9 | 0 | 0 | 44 | 22 | 0 | 11 | 22 | 0 | 71 | 17 | 82 | 6 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 17 | 0 | 1 | 35 | 29 | 18 | 18 | 0 | 0 | 27 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 15 | 0 | 1 | 87 | 0 | 7 | 7 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 17 | 0 | 0 | 29 | 24 | 6 | 24 | 6 | 12 | 113 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 16 | 0 | 0 | 56 | 13 | 0 | 13 | 6 | 13 | 90 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 63 | 20 | 17 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 73 | 17 | 7 | 3 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | A | 8 | 0 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 48 | 80 | 6 | 5 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | D | 8 | 0 | 0 | 38 | 38 | 13 | 13 | 0 | 0 | 25 | 100 | 8 | 5 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 22 | 1 | 6 | 50 | 23 | 9 | 9 | 5 | 5 | 56 | 57 | 35 | 21 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 22 | 0 | 0 | 55 | 32 | 0 | 5 | 5 | 5 | 49 | 65 | 31 | 23 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 6 | 0 | 2 | 0 | 0 | 50 | 33 | 0 | 17 | 129 | 53 | 29 | 15 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 6 | 0 | 2 | 17 | 17 | 17 | 33 | 0 | 17 | 107 | 57 | 28 | 14 |
| | STANSTED | LEISURE INTERNATIONAL | C | A | 10 | 1 | 2 | 30 | 10 | 20 | 40 | 0 | 0 | 55 | 75 | 16 | 4 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MALAGA | | | | | | | | | | | | | | | | | |
| | STANSTED | LEISURE INTERNATIONAL | C | D | 12 | 0 | 0 | 17 | 17 | 25 | 42 | 0 | 0 | 62 | 75 | 15 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 37 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 39 | 0 | 0 | 8 | 28 | 31 | 23 | 10 | 0 | 64 | 29 | 55 | 28 |
| | GATWICK | MONARCH AIRLINES | C | D | 38 | 1 | 0 | 61 | 16 | 3 | 16 | 5 | 0 | 30 | 44 | 49 | 27 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | S | A | 12 | 0 | 0 | 42 | 42 | 0 | 17 | 0 | 0 | 26 | 57 | 25 | 14 |
| | LUTON | MONARCH AIRLINES | C | D | 3 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | S | D | 12 | 0 | 0 | 58 | 33 | 0 | 8 | 0 | 0 | 17 | 71 | 20 | 14 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 13 | 0 | 0 | 15 | 8 | 77 | 0 | 0 | 0 | 34 | 19 | 59 | 21 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 64 | 36 | 0 | 0 | 0 | 0 | 10 | 57 | 46 | 21 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 19 | 75 | 58 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 75 | 58 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 8 | 0 | 0 | 25 | 13 | 25 | 38 | 0 | 0 | 61 | 0 | 63 | 2 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 38 | 33 | 48 | 3 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 16 | 2 | 0 | 25 | 13 | 25 | 31 | 6 | 0 | 55 | 0 | 166 | 1 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 16 | 1 | 0 | 44 | 19 | 19 | 19 | 0 | 0 | 30 | 0 | 125 | 2 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 67 | 0 | 0 | 0 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 63 | 0 | 0 | 0 |
| | MANCHESTER | VIVA | C | A | 5 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 1 |
| | MANCHESTER | VIVA | C | D | 5 | 0 | 2 | 60 | 0 | 20 | 0 | 0 | 20 | 99 | 0 | 0 | 0 |
| **TOTAL MALAGA** | | | | | **927** | **12** | **26** | **51** | **19** | **13** | **13** | **3** | **1** | **36** | **59** | **34** | **34** |
| MALE INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 0 | 20 | 0 | 54 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 188 | 50 | 41 | 2 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 169 | 50 | 53 | 2 |
| **TOTAL MALE INTERNATIONAL** | | | | | **13** | **0** | **0** | **23** | **0** | **31** | **23** | **23** | **0** | **91** | **69** | **24** | **24** |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MALMO | | | | | | | | | | | | | | | | | |
| **TOTAL MALMO** | | | | | **2** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **12** | **100** | **3** | **3** |
| MALTA | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 9 | 75 | 9 | 4 |
| | BIRMINGHAM | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 100 | -1 | 4 |
| | GATWICK | AIR 2000 | C | A | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 23 | 75 | 24 | 4 |
| | GATWICK | AIR 2000 | C | D | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 25 | 75 | 14 | 4 |
| | GLASGOW | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | GLASGOW | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 9 | 0 | 0 | 22 | 11 | 33 | 33 | 0 | 0 | 52 | 22 | 34 | 9 |
| | MANCHESTER | AIR 2000 | C | D | 9 | 0 | 0 | 33 | 11 | 44 | 11 | 0 | 0 | 33 | 67 | 13 | 9 |
| | BIRMINGHAM | AIR MALTA | S | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 44 | 0 | 0 | 0 |
| | BIRMINGHAM | AIR MALTA | S | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 54 | 0 | 0 | 0 |
| | GATWICK | AIR MALTA | C | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 5 | 67 | 7 | 15 |
| | GATWICK | AIR MALTA | S | A | 38 | 0 | 0 | 58 | 16 | 21 | 5 | 0 | 0 | 19 | 71 | 21 | 38 |
| | GATWICK | AIR MALTA | S | D | 38 | 0 | 0 | 58 | 18 | 18 | 5 | 0 | 0 | 20 | 47 | 35 | 38 |
| | GATWICK | AIR MALTA | C | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 10 | 67 | 11 | 15 |
| | GLASGOW | AIR MALTA | S | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 43 | 78 | 6 | 9 |
| | GLASGOW | AIR MALTA | S | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 51 | 56 | 17 | 9 |
| | HEATHROW | AIR MALTA | S | A | 60 | 0 | 0 | 75 | 10 | 8 | 7 | 0 | 0 | 11 | 28 | 28 | 60 |
| | HEATHROW | AIR MALTA | S | D | 60 | 0 | 0 | 63 | 18 | 10 | 8 | 0 | 0 | 18 | 32 | 32 | 60 |
| | MANCHESTER | AIR MALTA | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -4 | 78 | 8 | 9 |
| | MANCHESTER | AIR MALTA | C | A | 10 | 0 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 14 | 82 | 10 | 28 |
| | MANCHESTER | AIR MALTA | S | D | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 19 | 56 | 25 | 9 |
| | MANCHESTER | AIR MALTA | C | D | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 21 | 50 | 23 | 28 |
| | NEWCASTLE | AIR MALTA | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 92 | 0 | 0 | 0 |
| | NEWCASTLE | AIR MALTA | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 90 | 0 | 0 | 0 |
| | STANSTED | AIR MALTA | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 56 | 75 | 2 | 4 |
| | STANSTED | AIR MALTA | C | D | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 69 | 50 | 17 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 50 | 18 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 4 |

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

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MALTA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 22 | 44 | 22 | 11 | 0 | 0 | 30 | 38 | 21 | 8 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 63 | 11 | 8 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 34 | 50 | 58 | 4 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 2 | 50 | 52 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 13 | 25 | 41 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 50 | 35 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 14 | 50 | 37 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 89 | 22 | 9 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 3 | 1 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 42 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 21 | 0 | 50 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 18 | 0 | 48 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 20 | 0 | 40 | 20 | 20 | 0 | 87 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 0 | 107 | 3 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 0 | 41 | 100 | 5 | 2 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 22 | 44 | 11 | 11 | 11 | 0 | 52 | 25 | 72 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 13 | 75 | 52 | 4 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| **TOTAL MALTA** | | | | | **472** | **1** | **1** | **59** | **18** | **13** | **9** | **1** | **0** | **21** | **51** | **26** | **26** |
| MANCHESTER | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 22 | 0 | 0 | 36 | 14 | 23 | 27 | 0 | 0 | 41 | 50 | 18 | 2 |
| | GATWICK | AIR 2000 | C | D | 20 | 0 | 0 | 40 | 15 | 15 | 30 | 0 | 0 | 35 | 0 | 0 | 0 |
| | GLASGOW | AIR CANADA | S | A | 21 | 0 | 1 | 24 | 19 | 43 | 10 | 5 | 0 | 39 | 90 | 2 | 20 |
| | GLASGOW | AIR CANADA | S | D | 21 | 0 | 1 | 29 | 14 | 33 | 24 | 0 | 0 | 33 | 80 | 1 | 20 |
| | EDINBURGH | BMI REGIONAL | S | A | 73 | 0 | 1 | 53 | 15 | 4 | 27 | 0 | 0 | 23 | 0 | 0 | 0 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MANCHESTER | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI REGIONAL | S | D | 73 | 0 | 1 | 97 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GLASGOW | BMI REGIONAL | S | A | 67 | 0 | 3 | 87 | 12 | 1 | 0 | 0 | 0 | 6 | 42 | 22 | 64 |
| | GLASGOW | BMI REGIONAL | S | D | 68 | 0 | 2 | 99 | 0 | 0 | 1 | 0 | 0 | -2 | 92 | 6 | 59 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 7 | 25 | 37 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 11 | 0 | 0 | 64 | 18 | 9 | 9 | 0 | 0 | 11 | 50 | 32 | 4 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 158 | 1 | 1 | 82 | 10 | 6 | 2 | 0 | 0 | 7 | 91 | 0 | 143 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 159 | 0 | 0 | 87 | 8 | 4 | 2 | 0 | 0 | 7 | 91 | 5 | 142 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 106 | 0 | 0 | 91 | 6 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 102 | 3 | 3 | 94 | 5 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 85 | 0 | 0 | 92 | 2 | 4 | 2 | 0 | 0 | 4 | 84 | 9 | 94 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 85 | 0 | 0 | 95 | 2 | 0 | 2 | 0 | 0 | 1 | 88 | 5 | 93 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 288 | 8 | 1 | 82 | 14 | 4 | 1 | 0 | 0 | 8 | 83 | 6 | 279 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 288 | 9 | 0 | 89 | 7 | 3 | 1 | 0 | 0 | 2 | 89 | 3 | 279 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | A | 61 | 0 | 5 | 95 | 0 | 3 | 2 | 0 | 0 | 0 | 93 | 1 | 57 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | D | 59 | 1 | 7 | 93 | 3 | 3 | 0 | 0 | 0 | 1 | 93 | 0 | 58 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 10 | 89 | -27 | 9 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | -5 | 38 | 25 | 8 |
| | LUTON | CALEDONIAN AIRWAYS | C | A | 2 | 0 | 2 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 85 | 3 |
| | LUTON | CALEDONIAN AIRWAYS | C | D | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 20 | 75 | -14 | 4 |
| | NEWCASTLE | GILL AIRWAYS | S | A | 63 | 1 | 0 | 83 | 8 | 8 | 0 | 2 | 0 | 11 | 0 | 0 | 0 |
| | NEWCASTLE | GILL AIRWAYS | S | D | 63 | 2 | 0 | 86 | 8 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 25 | 23 | 4 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 43 | 0 | 148 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 6 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 77 | 100 | -3 | 1 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 63 | 22 | 8 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 11 | 0 | 84 | 7 |
| **TOTAL MANCHESTER** | | | | | **1948** | **27** | **31** | **84** | **8** | **5** | **3** | **0** | **0** | **7** | **83** | **7** | **7** |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MANILA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 16 | 0 | 1 | 38 | 13 | 44 | 6 | 0 | 0 | 30 | 18 | 30 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 9 | 82 | 5 | 17 |
| | GATWICK | PHILIPPINE AIRLINES | S | A | 12 | 1 | 0 | 0 | 8 | 17 | 50 | 25 | 0 | 108 | 15 | 158 | 13 |
| | GATWICK | PHILIPPINE AIRLINES | S | D | 13 | 0 | 0 | 38 | 31 | 8 | 15 | 0 | 8 | 112 | 46 | 74 | 13 |
| **TOTAL MANILA** | | | | | **58** | **1** | **1** | **45** | **14** | **19** | **16** | **5** | **2** | **59** | **42** | **60** | **60** |
| MARRAKESH | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | HEATHROW | ROYAL AIR MAROC | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -13 | 0 | 0 | 0 |
| | HEATHROW | ROYAL AIR MAROC | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| **TOTAL MARRAKESH** | | | | | **18** | **0** | **0** | **67** | **17** | **17** | **0** | **0** | **0** | **11** | **83** | **16** | **16** |
| MARSEILLE | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | A | 88 | 0 | 2 | 55 | 30 | 13 | 3 | 0 | 0 | 15 | 60 | 21 | 90 |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | D | 88 | 0 | 2 | 74 | 10 | 15 | 1 | 0 | 0 | 12 | 57 | 22 | 90 |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | A | 30 | 0 | 0 | 80 | 13 | 0 | 7 | 0 | 0 | 14 | 0 | 0 | 0 |
| | STANSTED | FLYBE.BRITISH EUROPEAN | S | D | 30 | 0 | 0 | 77 | 13 | 3 | 7 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL MARSEILLE** | | | | | **239** | **0** | **5** | **67** | **18** | **11** | **3** | **0** | **0** | **14** | **63** | **19** | **19** |
| MAURITIUS | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR MAURITIUS LTD | S | A | 8 | 0 | 0 | 25 | 13 | 38 | 25 | 0 | 0 | 37 | 33 | 36 | 9 |
| | HEATHROW | AIR MAURITIUS LTD | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 15 | 78 | 18 | 9 |
| | MANCHESTER | AIR MAURITIUS LTD | S | A | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 47 | 0 | 0 | 0 |
| | MANCHESTER | AIR MAURITIUS LTD | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 67 | 0 | 0 | 22 | 0 | 11 | 135 | 88 | 10 | 8 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 75 | 0 | 0 | 13 | 0 | 13 | 143 | 89 | 5 | 9 |
| **TOTAL MAURITIUS** | | | | | **39** | **0** | **0** | **59** | **8** | **13** | **15** | **0** | **5** | **75** | **71** | **17** | **17** |
| MELBOURNE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 29 | 24 | 35 | 12 | 0 | 0 | 39 | 30 | 37 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 16 | 1 | 1 | 94 | 6 | 0 | 0 | 0 | 0 | -3 | 93 | 3 | 30 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MELBOURNE | | | | | | | | | | | | | | | | | |
| | HEATHROW | QANTAS | S | A | 30 | 0 | 0 | 30 | 10 | 33 | 23 | 3 | 0 | 48 | 17 | 42 | 30 |
| | HEATHROW | QANTAS | S | D | 30 | 0 | 0 | 77 | 10 | 13 | 0 | 0 | 0 | 13 | 67 | 11 | 30 |
| **TOTAL MELBOURNE** | | | | | **93** | **1** | **1** | **56** | **12** | **22** | **10** | **1** | **0** | **26** | **52** | **23** | **23** |
| MEXICO CITY | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | -5 | 85 | -6 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 13 |
| **TOTAL MEXICO CITY** | | | | | **19** | **0** | **0** | **95** | **0** | **0** | **5** | **0** | **0** | **-1** | **92** | **-2** | **-2** |
| MIAMI INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 53 | 30 | 17 | 0 | 0 | 0 | 12 | 33 | 32 | 30 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 30 | 1 | 0 | 73 | 20 | 0 | 7 | 0 | 0 | 11 | 77 | 9 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 77 | 3 | 3 | 10 | 7 | 0 | 20 | 83 | 4 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 67 | 13 | 13 | 7 | 0 | 0 | 23 | 67 | 17 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 0 | 53 | 23 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | 9 | 87 | 13 | 30 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 21 | 0 | 0 | 29 | 19 | 43 | 10 | 0 | 0 | 36 | 9 | 41 | 22 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 20 | 0 | 0 | 65 | 30 | 5 | 0 | 0 | 0 | 11 | 77 | 12 | 22 |
| **TOTAL MIAMI INTERNATIONAL** | | | | | **221** | **1** | **0** | **67** | **17** | **11** | **4** | **1** | **0** | **14** | **62** | **18** | **18** |
| MILAN (LINATE) | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALITALIA | S | A | 178 | 0 | 2 | 58 | 26 | 12 | 4 | 0 | 0 | 16 | 56 | 17 | 177 |
| | HEATHROW | ALITALIA | S | D | 178 | 0 | 2 | 35 | 24 | 35 | 6 | 0 | 0 | 27 | 72 | 12 | 177 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 56 | 0 | 0 | 38 | 27 | 30 | 5 | 0 | 0 | 25 | 90 | 2 | 30 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 56 | 0 | 0 | 32 | 13 | 48 | 7 | 0 | 0 | 32 | 87 | 7 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 118 | 0 | 0 | 41 | 20 | 27 | 12 | 0 | 0 | 28 | 76 | 10 | 119 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 118 | 0 | 0 | 31 | 20 | 38 | 11 | 0 | 0 | 30 | 89 | 5 | 120 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 50 | 0 | 0 | 56 | 20 | 16 | 6 | 2 | 0 | 22 | 90 | 1 | 50 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 50 | 0 | 0 | 30 | 30 | 32 | 8 | 0 | 0 | 31 | 82 | 8 | 50 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 49 | 0 | 0 | 45 | 24 | 18 | 10 | 2 | 0 | 32 | 90 | 3 | 41 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 49 | 0 | 0 | 35 | 16 | 39 | 10 | 0 | 0 | 30 | 90 | 7 | 42 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MILAN (LINATE) | | | | | | | | | | | | | | | | | |
| | GATWICK | EUROPEAN AIR CHARTER | C | A | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 79 | 0 | 0 | 0 |
| | GATWICK | EUROPEAN AIR CHARTER | C | D | 3 | 0 | 7 | 0 | 67 | 0 | 33 | 0 | 0 | 43 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 75 | 0 | 0 | 44 | 23 | 21 | 11 | 1 | 0 | 26 | 81 | 7 | 54 |
| | STANSTED | KLM UK LTD | S | D | 76 | 0 | 0 | 24 | 39 | 29 | 7 | 1 | 0 | 33 | 87 | 7 | 55 |
| **TOTAL MILAN (LINATE)** | | | | | **1061** | **1** | **11** | **40** | **24** | **28** | **8** | **0** | **0** | **26** | **77** | **9** | **9** |
| MILAN (MALPENSA) | | | | | | | | | | | | | | | | | |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 0 | 0 | 40 | 20 | 0 | 94 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 0 | 20 | 20 | 20 | 0 | 87 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 100 | -1 | 1 |
| | GATWICK | GB AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 19 | 100 | 0 | 1 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 8 | 0 | 0 | 13 | 13 | 25 | 50 | 0 | 0 | 79 | 33 | 34 | 9 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 8 | 0 | 0 | 38 | 13 | 0 | 50 | 0 | 0 | 62 | 22 | 19 | 9 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 43 | 0 | 82 | 6 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | -14 | 86 | 6 | 7 |
| **TOTAL MILAN (MALPENSA)** | | | | | **45** | **0** | **1** | **31** | **22** | **13** | **29** | **4** | **0** | **55** | **64** | **20** | **20** |
| MINNEAPOLIS-ST PAUL | | | | | | | | | | | | | | | | | |
| | GATWICK | NORTHWEST AIRLINES | S | A | 30 | 0 | 0 | 80 | 3 | 7 | 10 | 0 | 0 | 9 | 67 | 12 | 30 |
| | GATWICK | NORTHWEST AIRLINES | S | D | 30 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | -1 | 93 | 3 | 30 |
| **TOTAL MINNEAPOLIS-ST PAUL** | | | | | **60** | **0** | **0** | **87** | **3** | **5** | **5** | **0** | **0** | **4** | **80** | **7** | **7** |
| MINSK | | | | | | | | | | | | | | | | | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 100 | -15 | 9 |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 89 | 0 | 9 |
| **TOTAL MINSK** | | | | | **16** | **0** | **0** | **94** | **6** | **0** | **0** | **0** | **0** | **-1** | **94** | **-7** | **-7** |
| MITILINI | | | | | | | | | | | | | | | | | |
| MOMBASA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 20 | 25 | 66 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 41 | 4 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOMBASA | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 17 | 50 | 48 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 75 | 19 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 5 | 0 | 0 | 20 | 0 | 40 | 40 | 0 | 0 | 62 | 25 | 48 | 12 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 34 | 54 | 35 | 13 |
| | HEATHROW | KENYA AIRWAYS | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -4 | 75 | 24 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 45 | 0 | 42 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 60 | 17 | 5 |
| **TOTAL MOMBASA** | | | | | **40** | **0** | **0** | **65** | **5** | **18** | **13** | **0** | **0** | **22** | **39** | **45** | **45** |
| MONASTIR | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 31 | 20 | 37 | 5 |
| | BIRMINGHAM | AIR 2000 | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 5 | 80 | 13 | 5 |
| | GATWICK | AIR 2000 | C | A | 8 | 1 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 19 | 10 | 42 | 10 |
| | GATWICK | AIR 2000 | C | D | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 22 | 60 | 34 | 10 |
| | MANCHESTER | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 30 | 33 | 38 | 6 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 50 | 25 | 6 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 13 | 4 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 100 | 5 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 0 | 26 | 11 | 41 | 9 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 67 | 20 | 9 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -1 | 40 | 111 | 5 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 14 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 16 | 56 | 22 | 9 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 15 | 89 | 3 | 9 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 0 | 33 | 4 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 51 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 12 | 0 | 0 | 17 | 8 | 42 | 33 | 0 | 0 | 54 | 0 | 67 | 3 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 12 | 0 | 0 | 58 | 17 | 8 | 17 | 0 | 0 | 29 | 33 | 50 | 3 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 12 | 0 | 0 | 42 | 0 | 42 | 8 | 0 | 8 | 110 | 0 | 74 | 1 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 12 | 0 | 0 | 42 | 50 | 0 | 8 | 0 | 0 | 20 | 0 | 192 | 2 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MONASTIR | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 76 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 1 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 32 | 0 | 0 | 0 |
| | GATWICK | NOUVELAIR TUNISIE | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 91 | 25 | 18 | 4 |
| | GATWICK | NOUVELAIR TUNISIE | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 96 | 0 | 34 | 4 |
| **TOTAL MONASTIR** | | | | | **150** | **4** | **0** | **57** | **16** | **15** | **11** | **0** | **1** | **30** | **45** | **41** | **41** |
| MONTEGO BAY | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 15 | 38 | 15 | 23 | 0 | 8 | 74 | 0 | 71 | 13 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 6 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 79 | 0 | 121 | 4 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 41 | 0 | 39 | 4 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | A | 3 | 0 | 1 | 0 | 0 | 67 | 33 | 0 | 0 | 59 | 0 | 104 | 3 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 19 | 100 | 0 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 1 | 0 | 55 | 3 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 19 | 0 | 118 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 0 | 0 | 20 | 40 | 40 | 0 | 131 | 25 | 92 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 25 | 100 | 6 | 4 |
| **TOTAL MONTEGO BAY** | | | | | **49** | **0** | **1** | **24** | **22** | **24** | **22** | **4** | **2** | **56** | **21** | **68** | **68** |
| MONTPELLIER | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 34 | 0 | 0 | 62 | 21 | 15 | 3 | 0 | 0 | 19 | 50 | 21 | 30 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 34 | 0 | 0 | 68 | 15 | 15 | 3 | 0 | 0 | 16 | 63 | 18 | 30 |
| **TOTAL MONTPELLIER** | | | | | **68** | **0** | **0** | **65** | **18** | **15** | **3** | **0** | **0** | **17** | **57** | **20** | **20** |
| MOSCOW (SHEREMETYEVO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROFLOT | S | A | 44 | 0 | 0 | 45 | 25 | 14 | 16 | 0 | 0 | 25 | 53 | 22 | 45 |
| | HEATHROW | AEROFLOT | S | D | 44 | 0 | 1 | 70 | 14 | 7 | 9 | 0 | 0 | 18 | 80 | 12 | 44 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 30 | 0 | 0 | 73 | 17 | 10 | 0 | 0 | 0 | 7 | 75 | 0 | 20 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 95 | 3 | 20 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 70 | 27 | 3 | 0 | 0 | 0 | 7 | 68 | 9 | 40 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOSCOW (SHEREMETYEVO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 83 | 8 | 40 |
| **TOTAL MOSCOW (SHEREMETYEVO)** | | | | | **208** | **0** | **1** | **72** | **16** | **6** | **5** | **0** | **0** | **12** | **74** | **10** | **10** |
| MUMBAI | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 30 | 0 | 21 | 0 | 17 | 53 | 23 | 3 | 3 | 72 | 0 | 74 | 52 |
| | HEATHROW | AIR INDIA | S | D | 30 | 0 | 20 | 43 | 13 | 23 | 20 | 0 | 0 | 39 | 22 | 41 | 51 |
| | MANCHESTER | AIR INDIA | S | A | 9 | 0 | 0 | 11 | 0 | 22 | 44 | 11 | 11 | 133 | 0 | 0 | 0 |
| | MANCHESTER | AIR INDIA | S | D | 9 | 0 | 0 | 44 | 11 | 22 | 11 | 0 | 11 | 80 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 53 | 33 | 13 | 0 | 0 | 0 | 15 | 88 | 64 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 73 | 20 | 7 | 0 | 0 | 0 | 11 | 76 | 5 | 17 |
| **TOTAL MUMBAI** | | | | | **138** | **0** | **41** | **41** | **19** | **24** | **13** | **1** | **2** | **44** | **28** | **52** | **52** |
| MUNICH | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -8 | 97 | -5 | 29 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 4 | 83 | 9 | 29 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 142 | 0 | 0 | 90 | 6 | 3 | 1 | 0 | 0 | 1 | 91 | 1 | 140 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 142 | 0 | 0 | 86 | 11 | 2 | 1 | 0 | 0 | 5 | 92 | 3 | 140 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 1 | 67 | 21 | 30 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 4 | 87 | 9 | 30 |
| | GATWICK | DEUTSCHE BA | S | A | 62 | 0 | 0 | 79 | 11 | 8 | 2 | 0 | 0 | 8 | 72 | 12 | 54 |
| | GATWICK | DEUTSCHE BA | S | D | 62 | 0 | 0 | 73 | 16 | 6 | 5 | 0 | 0 | 12 | 89 | 5 | 54 |
| | STANSTED | KLM UK LTD | S | A | 51 | 0 | 0 | 53 | 20 | 24 | 4 | 0 | 0 | 21 | 82 | 0 | 50 |
| | STANSTED | KLM UK LTD | S | D | 52 | 0 | 0 | 52 | 23 | 25 | 0 | 0 | 0 | 19 | 94 | 2 | 50 |
| | HEATHROW | LUFTHANSA | S | A | 119 | 1 | 0 | 86 | 8 | 4 | 3 | 0 | 0 | 3 | 69 | 7 | 114 |
| | HEATHROW | LUFTHANSA | S | D | 115 | 0 | 1 | 90 | 7 | 2 | 1 | 0 | 0 | 1 | 93 | 0 | 114 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 55 | 1 | 0 | 85 | 9 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 55 | 1 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 80 | 0 | 0 | 85 | 6 | 8 | 1 | 0 | 0 | 2 | 72 | 14 | 50 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 77 | 0 | 4 | 99 | 1 | 0 | 0 | 0 | 0 | -2 | 82 | 7 | 50 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MUNICH | | | | | | | | | | | | | | | | | |
| **TOTAL MUNICH** | | | | | **1183** | **5** | **5** | **85** | **9** | **5** | **1** | **0** | **0** | **5** | **84** | **5** | **5** |
| MUNSTER-OSNABRUCK | | | | | | | | | | | | | | | | | |
| MURCIA SAN JAVIER | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -13 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH AIRWAYS PLC | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 38 | 64 | 8 |
| | GATWICK | GB AIRWAYS LTD | S | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 14 | 67 | 7 |
| **TOTAL MURCIA SAN JAVIER** | | | | | **35** | **0** | **0** | **74** | **11** | **14** | **0** | **0** | **0** | **8** | **46** | **41** | **41** |
| MUSCAT | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 50 | 27 | 10 | 13 | 0 | 0 | 22 | 63 | 10 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 70 | 23 | 3 | 0 | 3 | 0 | 14 | 97 | 2 | 30 |
| | HEATHROW | GULF AIR | S | A | 42 | 0 | 0 | 29 | 29 | 26 | 17 | 0 | 0 | 36 | 29 | 37 | 42 |
| | HEATHROW | GULF AIR | S | D | 60 | 0 | 0 | 88 | 10 | 0 | 2 | 0 | 0 | 3 | 85 | 13 | 33 |
| **TOTAL MUSCAT** | | | | | **162** | **0** | **0** | **62** | **20** | **9** | **7** | **1** | **0** | **17** | **65** | **17** | **17** |

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

Origin / Destinations: N

| | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| NAGOYA (AFB) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 10 | 56 | 10 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 7 | 100 | -4 | 8 |
| **TOTAL NAGOYA (AFB)** | | | | | **16** | **0** | **0** | **69** | **19** | **13** | **0** | **0** | **0** | **9** | **76** | **3** | **3** |
| NAIROBI | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 50 | 13 | 13 | 25 | 0 | 0 | 32 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | KENYA AIRWAYS | S | A | 34 | 1 | 0 | 68 | 3 | 9 | 21 | 0 | 0 | 25 | 19 | 103 | 21 |
| | HEATHROW | KENYA AIRWAYS | S | D | 30 | 1 | 0 | 60 | 17 | 7 | 17 | 0 | 0 | 19 | 41 | 91 | 22 |
| **TOTAL NAIROBI** | | | | | **80** | **2** | **0** | **63** | **11** | **9** | **18** | **0** | **0** | **23** | **40** | **72** | **72** |
| NANTES | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 77 | 0 | 1 | 60 | 38 | 1 | 1 | 0 | 0 | 15 | 78 | 15 | 60 |
| | GATWICK | BRIT AIR | S | D | 77 | 0 | 1 | 87 | 13 | 0 | 0 | 0 | 0 | 4 | 93 | 5 | 59 |
| **TOTAL NANTES** | | | | | **154** | **0** | **2** | **73** | **25** | **1** | **1** | **0** | **0** | **9** | **82** | **10** | **10** |
| NAPLES | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 22 | 33 | 44 | 0 | 0 | 0 | 30 | 40 | 40 | 10 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 13 | 25 | 83 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 2 | 75 | 42 | 8 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 60 | 0 | 0 | 65 | 15 | 12 | 8 | 0 | 0 | 18 | 78 | 11 | 60 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 60 | 0 | 0 | 68 | 20 | 3 | 8 | 0 | 0 | 15 | 83 | 9 | 60 |
| | LUTON | EXCEL AIRWAYS LTD | C | A | 3 | 1 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 58 | 0 | 0 | 0 |
| | LUTON | EXCEL AIRWAYS LTD | C | D | 3 | 1 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 37 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 50 | 0 | 25 | 156 | 43 | 51 | 7 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 25 | 50 | 0 | 0 | 25 | 138 | 43 | 68 | 7 |
| **TOTAL NAPLES** | | | | | **186** | **2** | **0** | **60** | **17** | **12** | **10** | **0** | **1** | **23** | **72** | **20** | **20** |
| NASHVILLE METROPOLITAN | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NASSAU | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 28 | 86 | 6 | 7 |
| **TOTAL NASSAU** | | | | | **6** | **0** | **0** | **33** | **17** | **33** | **17** | **0** | **0** | **39** | **86** | **6** | **6** |
| NEW YORK (JF KENNEDY) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 24 | 0 | 6 | 50 | 13 | 33 | 4 | 0 | 0 | 21 | 23 | 31 | 30 |
| | HEATHROW | AIR INDIA | S | D | 24 | 0 | 6 | 0 | 21 | 33 | 42 | 4 | 0 | 66 | 0 | 87 | 30 |
| | HEATHROW | AMERICAN AIRLINES | S | A | 180 | 0 | 0 | 43 | 28 | 22 | 6 | 1 | 0 | 24 | 54 | 15 | 175 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 174 | 0 | 1 | 93 | 3 | 3 | 2 | 0 | 0 | 3 | 90 | 3 | 178 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 77 | 10 | 13 | 0 | 0 | 0 | 0 | 93 | -12 | 29 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 83 | 3 | 3 | 7 | 3 | 0 | 15 | 77 | 18 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 63 | 20 | 10 | 7 | 0 | 0 | 13 | 86 | 4 | 28 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 63 | 27 | 7 | 3 | 0 | 0 | 17 | 86 | 7 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 175 | 1 | 0 | 79 | 12 | 6 | 3 | 0 | 1 | 16 | 80 | 5 | 172 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 176 | 0 | 0 | 89 | 5 | 6 | 1 | 0 | 0 | 5 | 83 | 7 | 175 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 83 | 10 | 7 | 0 | 0 | 0 | -3 | 93 | -12 | 30 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 87 | 3 | 7 | 3 | 0 | 0 | 10 | 87 | 9 | 30 |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 12 | 0 | 0 | 0 | 17 | 67 | 17 | 0 | 0 | 48 | 67 | 11 | 12 |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 13 | 0 | 0 | 54 | 23 | 15 | 8 | 0 | 0 | 21 | 58 | 26 | 12 |
| | HEATHROW | UNITED AIRLINES | S | A | 61 | 0 | 0 | 61 | 18 | 13 | 5 | 3 | 0 | 22 | 76 | 10 | 89 |
| | HEATHROW | UNITED AIRLINES | S | D | 61 | 0 | 2 | 77 | 11 | 5 | 7 | 0 | 0 | 10 | 90 | 4 | 89 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 54 | 0 | 2 | 24 | 35 | 26 | 11 | 4 | 0 | 36 | 50 | 21 | 56 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 55 | 0 | 1 | 80 | 9 | 2 | 7 | 2 | 0 | 17 | 85 | 11 | 54 |
| **TOTAL NEW YORK (JF KENNEDY)** | | | | | **1191** | **2** | **27** | **70** | **14** | **11** | **5** | **1** | **0** | **15** | **75** | **10** | **10** |
| NEW YORK (NEWARK) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 70 | 7 | 17 | 7 | 0 | 0 | 13 | 93 | -5 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 87 | 7 | 7 | 0 | 0 | 0 | 8 | 93 | 6 | 30 |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 30 | 0 | 0 | 57 | 17 | 20 | 7 | 0 | 0 | 21 | 83 | 16 | 30 |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 30 | 0 | 0 | 70 | 17 | 10 | 3 | 0 | 0 | 13 | 60 | 25 | 30 |
| | MANCHESTER | CONTINENTAL AIRLINES | S | A | 30 | 0 | 0 | 47 | 20 | 27 | 7 | 0 | 0 | 24 | 0 | 0 | 0 |
| | MANCHESTER | CONTINENTAL AIRLINES | S | D | 30 | 0 | 0 | 87 | 7 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 0 |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NEW YORK (NEWARK) | | | | | | | | | | | | | | | | | |
| | STANSTED | EL AL | S | A | 3 | 0 | 2 | 33 | 33 | 0 | 0 | 33 | 0 | 75 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HEATHROW | UNITED AIRLINES | S | A | 29 | 0 | 0 | 17 | 38 | 38 | 7 | 0 | 0 | 33 | 70 | 20 | 30 |
| | HEATHROW | UNITED AIRLINES | S | D | 27 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 5 | 70 | 10 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 43 | 30 | 23 | 3 | 0 | 0 | 21 | 50 | 57 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 77 | 13 | 10 | 0 | 0 | 0 | 8 | 87 | 27 | 30 |
| **TOTAL NEW YORK (NEWARK)** | | | | | **303** | **1** | **2** | **64** | **16** | **16** | **4** | **0** | **0** | **16** | **76** | **19** | **19** |
| NEWCASTLE | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 158 | 0 | 0 | 91 | 8 | 1 | 0 | 0 | 0 | 4 | 95 | 0 | 154 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 158 | 0 | 0 | 95 | 3 | 1 | 1 | 0 | 0 | 0 | 97 | -2 | 154 |
| | GATWICK | CITY FLYER EXPRESS | S | A | 122 | 0 | 2 | 74 | 19 | 6 | 2 | 0 | 0 | 10 | 80 | 5 | 113 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 123 | 0 | 1 | 85 | 5 | 5 | 5 | 0 | 0 | 7 | 84 | 6 | 113 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 78 | 0 | 2 | 95 | 3 | 0 | 3 | 0 | 0 | -2 | 92 | -4 | 71 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 79 | 0 | 1 | 92 | 3 | 3 | 3 | 0 | 0 | 5 | 92 | 4 | 71 |
| | MANCHESTER | GILL AIRWAYS | S | A | 63 | 0 | 0 | 76 | 11 | 13 | 0 | 0 | 0 | 12 | 86 | 4 | 58 |
| | MANCHESTER | GILL AIRWAYS | S | D | 63 | 0 | 0 | 90 | 5 | 3 | 0 | 2 | 0 | 2 | 95 | -7 | 58 |
| | STANSTED | KLM UK LTD | S | A | 60 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 89 | -1 | 63 |
| | STANSTED | KLM UK LTD | S | D | 60 | 0 | 3 | 93 | 3 | 3 | 0 | 0 | 0 | 2 | 88 | 5 | 58 |
| **TOTAL NEWCASTLE** | | | | | **972** | **1** | **13** | **89** | **6** | **3** | **1** | **0** | **0** | **4** | **90** | **1** | **1** |
| NEWQUAY | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 72 | 0 | 4 | 93 | 1 | 4 | 1 | 0 | 0 | 2 | 80 | 3 | 59 |
| **TOTAL NEWQUAY** | | | | | **72** | **0** | **4** | **93** | **1** | **4** | **1** | **0** | **0** | **2** | **80** | **3** | **3** |
| NICE | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INTER EUROPE | S | A | 29 | 0 | 0 | 76 | 17 | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | HEATHROW | AIR INTER EUROPE | S | D | 30 | 0 | 0 | 80 | 10 | 7 | 3 | 0 | 0 | 12 | 0 | 0 | 0 |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NICE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 60 | 0 | 0 | 65 | 27 | 8 | 0 | 0 | 0 | 12 | 65 | 14 | 60 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 60 | 0 | 0 | 77 | 18 | 5 | 0 | 0 | 0 | 6 | 70 | 11 | 60 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 17 | 0 | 0 | 29 | 35 | 18 | 18 | 0 | 0 | 31 | 39 | 25 | 18 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 17 | 0 | 0 | 71 | 0 | 18 | 12 | 0 | 0 | 22 | 78 | 11 | 18 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 67 | 21 | 9 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 13 | 9 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 94 | 0 | 0 | 64 | 21 | 15 | 0 | 0 | 0 | 14 | 53 | 18 | 90 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 94 | 0 | 0 | 72 | 18 | 9 | 1 | 0 | 0 | 10 | 63 | 14 | 90 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 0 | 48 | 5 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 31 | 40 | 33 | 5 |
| | STANSTED | KLM UK LTD | S | A | 30 | 0 | 0 | 67 | 20 | 10 | 3 | 0 | 0 | 15 | 70 | 14 | 30 |
| | STANSTED | KLM UK LTD | S | D | 30 | 0 | 0 | 70 | 20 | 7 | 3 | 0 | 0 | 9 | 50 | 20 | 30 |
| **TOTAL NICE** | | | | | **477** | **1** | **0** | **69** | **19** | **10** | **2** | **0** | **0** | **12** | **60** | **17** | **17** |
| NORRKOPING | | | | | | | | | | | | | | | | | |
| NORWICH | | | | | | | | | | | | | | | | | |
| | EDINBURGH | KLM UK LTD | S | A | 47 | 0 | 1 | 81 | 11 | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 0 |
| | EDINBURGH | KLM UK LTD | S | D | 48 | 0 | 0 | 85 | 8 | 2 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MANCHESTER | SCOT AIRWAYS | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MANCHESTER | SCOT AIRWAYS | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 |
| **TOTAL NORWICH** | | | | | **103** | **0** | **1** | **84** | **9** | **4** | **2** | **1** | **0** | **8** | **0** | **0** | **0** |
| NUREMBERG | | | | | | | | | | | | | | | | | |
| | HEATHROW | LUFTHANSA | S | A | 58 | 0 | 0 | 91 | 7 | 0 | 2 | 0 | 0 | 0 | 83 | 4 | 59 |
| | HEATHROW | LUFTHANSA | S | D | 58 | 0 | 0 | 93 | 5 | 0 | 2 | 0 | 0 | -2 | 90 | 1 | 59 |
| **TOTAL NUREMBERG** | | | | | **116** | **0** | **0** | **92** | **6** | **0** | **2** | **0** | **0** | **-1** | **86** | **2** | **2** |

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS MATCHED | UNMATCHED Actual (7) | UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995 % Early to 15 | APR 1995 Average Delay (mins) | APR 1995 No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OPORTO (PORTUGAL) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR PORTUGAL | S | A | 30 | 0 | 0 | 97 | 0 | 0 | 0 | 3 | 0 | 10 | 77 | 15 | 30 |
| | HEATHROW | AIR PORTUGAL | S | D | 30 | 0 | 0 | 97 | 0 | 0 | 0 | 3 | 0 | 2 | 80 | 10 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 80 | 13 | 7 | 0 | 0 | 0 | 5 | 57 | 18 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 77 | 20 | 3 | 0 | 0 | 0 | 8 | 67 | 10 | 30 |
| **TOTAL OPORTO (PORTUGAL)** | | | | | **120** | **0** | **0** | **88** | **8** | **3** | **0** | **2** | **0** | **6** | **70** | **13** | **13** |
| ORAN ES SENIA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ALGERIE | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -12 | 0 | 0 | 0 |
| | GATWICK | AIR ALGERIE | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL ORAN ES SENIA** | | | | | **8** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-3** | **0** | **0** | **0** |
| ORLANDO | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AMERICAN TRANS AIR | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 45 | 0 | 0 | 0 |
| | MANCHESTER | AMERICAN TRANS AIR | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | -5 | 40 | 43 | 5 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 2 | 0 | 41 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 40 | 32 | 5 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 100 | 9 | 4 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 17 | 0 | 0 | 65 | 6 | 18 | 0 | 6 | 6 | 40 | 78 | 15 | 18 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 17 | 0 | 0 | 53 | 18 | 6 | 12 | 6 | 6 | 59 | 78 | 22 | 18 |
| | GATWICK | LAKER AIRWAYS INC | C | A | 8 | 0 | 2 | 38 | 0 | 13 | 13 | 25 | 13 | 138 | 0 | 0 | 0 |
| | GATWICK | LAKER AIRWAYS INC | C | D | 7 | 0 | 2 | 14 | 14 | 14 | 29 | 14 | 14 | 153 | 0 | 0 | 0 |
| | MANCHESTER | LAKER AIRWAYS INC | C | A | 7 | 0 | 2 | 14 | 14 | 14 | 43 | 14 | 0 | 88 | 0 | 0 | 0 |
| | MANCHESTER | LAKER AIRWAYS INC | C | D | 8 | 0 | 1 | 13 | 25 | 13 | 13 | 38 | 0 | 93 | 0 | 0 | 0 |
| | BIRMINGHAM | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -26 | 0 | 89 | 1 |
| | BIRMINGHAM | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 117 | 50 | 36 | 2 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 12 | 0 | 0 | 0 | 17 | 58 | 17 | 8 | 0 | 72 | 20 | 124 | 20 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 12 | 0 | 0 | 58 | 25 | 0 | 17 | 0 | 0 | 2 | 55 | 70 | 20 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | A | 15 | 0 | 0 | 40 | 27 | 20 | 7 | 7 | 0 | 33 | 47 | 75 | 19 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | D | 14 | 0 | 0 | 50 | 14 | 14 | 7 | 14 | 0 | 55 | 47 | 68 | 19 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 77 | 0 | 66 | 3 |

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORLANDO | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 24 | 50 | 32 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 93 | 25 | 52 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 |
| | GLASGOW | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 100 | -37 | 5 |
| | GLASGOW | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 24 | 100 | 7 | 4 |
| | LUTON | MONARCH AIRLINES | C | A | 3 | 0 | 3 | 67 | 33 | 0 | 0 | 0 | 0 | -26 | 100 | -15 | 1 |
| | LUTON | MONARCH AIRLINES | C | D | 3 | 1 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 13 | 100 | -2 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 12 | 0 | 1 | 67 | 25 | 8 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 33 | 33 | 17 | 0 | 17 | 0 | 53 | 25 | 26 | 8 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 7 | 0 | 0 | 29 | 29 | 14 | 14 | 14 | 0 | 51 | 88 | 9 | 8 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| | GLASGOW | 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 | 13 | 0 | 8 | 77 | 8 | 15 | 0 | 0 | 0 | -4 | 25 | 47 | 12 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 14 | 0 | 0 | 57 | 0 | 43 | 0 | 0 | 0 | 19 | 64 | 20 | 14 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 78 | 0 | 0 | 0 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 37 | 23 | 23 | 13 | 3 | 0 | 36 | 47 | 49 | 30 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 70 | 13 | 3 | 13 | 0 | 0 | 22 | 77 | 34 | 30 |
| **TOTAL ORLANDO** | | | | | **312** | **12** | **25** | **50** | **18** | **14** | **11** | **5** | **1** | **38** | **56** | **44** | **44** |
| OSAKA (KANSAI) | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALL NIPPON AIRWAYS | S | A | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 91 | 5 | 0 | 5 | 0 | 0 | 2 | 88 | 1 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 86 | 0 | 5 | 9 | 0 | 0 | 18 | 67 | 14 | 9 |
| | HEATHROW | JAPAN AIRLINES | S | A | 22 | 0 | 0 | 36 | 36 | 23 | 5 | 0 | 0 | 25 | 50 | 29 | 18 |
| | HEATHROW | JAPAN AIRLINES | S | D | 22 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | 4 | 78 | 7 | 18 |
| **TOTAL OSAKA (KANSAI)** | | | | | **106** | **0** | **0** | **77** | **10** | **8** | **4** | **0** | **0** | **11** | **68** | **15** | **15** |
| OSLO (FORNEBU) | | | | | | | | | | | | | | | | | |
| | GATWICK | BRAATHENS ASA | S | A | 38 | 0 | 0 | 76 | 18 | 5 | 0 | 0 | 0 | 9 | 92 | -4 | 39 |

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OSLO (FORNEBU) | | | | | | | | | | | | | | | | | |
| | GATWICK | BRAATHENS ASA | S | D | 38 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 7 | 90 | 3 | 39 |
| | NEWCASTLE | BRAATHENS ASA | S | A | 26 | 1 | 0 | 62 | 27 | 8 | 4 | 0 | 0 | 11 | 0 | 0 | 0 |
| | NEWCASTLE | BRAATHENS ASA | S | D | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 25 | 0 | 1 | 76 | 16 | 8 | 0 | 0 | 0 | 8 | 80 | 4 | 25 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 26 | 0 | 0 | 77 | 12 | 12 | 0 | 0 | 0 | 9 | 96 | 2 | 25 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 90 | 0 | 0 | 68 | 19 | 12 | 1 | 0 | 0 | 11 | 85 | 1 | 85 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 90 | 0 | 0 | 62 | 26 | 11 | 1 | 0 | 0 | 13 | 93 | 4 | 85 |
| | HEATHROW | SAS | S | A | 113 | 0 | 0 | 75 | 21 | 4 | 0 | 0 | 0 | 8 | 72 | 9 | 108 |
| | HEATHROW | SAS | S | D | 109 | 0 | 0 | 72 | 19 | 6 | 4 | 0 | 0 | 11 | 85 | 2 | 102 |
| | MANCHESTER | SAS | S | D | 25 | 0 | 0 | 44 | 36 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL OSLO (FORNEBU)** | | | | | **606** | **1** | **1** | **71** | **20** | **7** | **1** | **0** | **0** | **10** | **85** | **3** | **3** |
| OSLO (GARDERMOEN) | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 16 | 0 | 0 | 75 | 0 | 6 | 19 | 0 | 0 | 27 | 0 | 0 | 0 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 16 | 0 | 0 | 56 | 19 | 6 | 6 | 13 | 0 | 39 | 0 | 0 | 0 |
| **TOTAL OSLO (GARDERMOEN)** | | | | | **32** | **0** | **0** | **66** | **9** | **6** | **13** | **6** | **0** | **33** | **0** | **22** | **22** |
| OSTEND | | | | | | | | | | | | | | | | | |
| OTTAWA INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 30 | 0 | 0 | 47 | 27 | 10 | 17 | 0 | 0 | 30 | 50 | 19 | 30 |
| | HEATHROW | AIR CANADA | S | D | 30 | 0 | 0 | 70 | 13 | 3 | 13 | 0 | 0 | 21 | 70 | 15 | 30 |
| **TOTAL OTTAWA INTERNATIONAL** | | | | | **60** | **0** | **0** | **58** | **20** | **7** | **15** | **0** | **0** | **25** | **60** | **17** | **17** |
| OVDA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 50 | 38 | 4 |
| | GATWICK | AIR 2000 | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 21 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | -4 | 0 | 25 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 14 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 9 | 75 | 5 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 4 | 4 |
| | HEATHROW | EL AL | S | A | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 8 | 63 | 12 | 8 |

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

Origin / Destinations: O

| | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| OVDA | | | | | | | | | | | | | | | | | |
| | HEATHROW | EL AL | S | D | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 18 | 75 | 16 | 8 |
| | LUTON | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 91 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 93 | 0 | 0 | 0 |
| **TOTAL OVDA** | | | | | **60** | **0** | **1** | **67** | **17** | **7** | **10** | **0** | **0** | **20** | **65** | **14** | **14** |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PADERBORN | | | | | | | | | | | | | | | | | |
| | GATWICK | EUROWINGS LUFTVERKEHRS | S | A | 30 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 1 | 17 | 34 | 30 |
| | GATWICK | EUROWINGS LUFTVERKEHRS | S | D | 30 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 0 | 83 | 13 | 30 |
| **TOTAL PADERBORN** | | | | | **60** | **0** | **0** | **93** | **3** | **3** | **0** | **0** | **0** | **0** | **50** | **23** | **23** |
| PALERMO | | | | | | | | | | | | | | | | | |
| | LUTON | EXCEL AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 64 | 0 | 0 | 0 |
| | LUTON | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 35 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 2 | 0 | 0 | 75 | 25 | 0 | 0 | 50 | 0 | 72 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 6 | 0 | 0 | 33 | 50 | 0 | 17 | 0 | 0 | 29 | 20 | 67 | 5 |
| **TOTAL PALERMO** | | | | | **20** | **0** | **2** | **20** | **30** | **15** | **35** | **0** | **0** | **41** | **42** | **43** | **43** |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 56 | 27 | 9 |
| | BIRMINGHAM | AIR 2000 | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 78 | 18 | 9 |
| | GATWICK | AIR 2000 | C | A | 12 | 0 | 1 | 75 | 8 | 8 | 8 | 0 | 0 | 4 | 50 | 39 | 14 |
| | GATWICK | AIR 2000 | C | D | 14 | 0 | 0 | 71 | 14 | 7 | 7 | 0 | 0 | 12 | 67 | 35 | 15 |
| | GLASGOW | AIR 2000 | C | A | 9 | 0 | 1 | 56 | 22 | 11 | 11 | 0 | 0 | 16 | 62 | 13 | 13 |
| | GLASGOW | AIR 2000 | C | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 14 | 71 | 15 | 14 |
| | MANCHESTER | AIR 2000 | C | A | 12 | 0 | 0 | 58 | 8 | 17 | 8 | 8 | 0 | 36 | 56 | 21 | 9 |
| | MANCHESTER | AIR 2000 | C | D | 15 | 0 | 0 | 53 | 13 | 20 | 7 | 7 | 0 | 36 | 55 | 18 | 11 |
| | MANCHESTER | AIR EUROPA | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -20 | 0 | 0 | 0 |
| | MANCHESTER | AIR EUROPA | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | NEWCASTLE | AIR EUROPA | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 37 | 0 | 0 | 0 |
| | NEWCASTLE | AIR EUROPA | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 40 | 0 | 0 | 0 |
| | GATWICK | ALL LEISURE AIRLINES LTD | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 101 | 0 | 0 | 0 |
| | GATWICK | ALL LEISURE AIRLINES LTD | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 45 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 30 | 0 | 0 | 60 | 27 | 10 | 3 | 0 | 0 | 18 | 73 | 12 | 30 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 30 | 0 | 0 | 60 | 27 | 13 | 0 | 0 | 0 | 14 | 93 | 0 | 30 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 11 | 0 | 0 | 36 | 45 | 18 | 0 | 0 | 0 | 23 | 58 | 26 | 12 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 77 | 0 | 15 | 8 | 0 | 0 | 16 | 75 | 8 | 16 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 23 | 1 | 0 | 39 | 35 | 17 | 4 | 4 | 0 | 28 | 47 | 25 | 17 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 25 | 0 | 1 | 76 | 12 | 8 | 4 | 0 | 0 | 18 | 69 | 10 | 26 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 13 | 0 | 0 | 62 | 23 | 8 | 8 | 0 | 0 | 16 | 0 | 48 | 6 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 88 | 8 | 8 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 8 | 1 | 2 | 38 | 38 | 25 | 0 | 0 | 0 | 21 | 25 | 17 | 4 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 1 | 100 | -2 | 6 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 28 | 0 | 0 | 57 | 21 | 18 | 4 | 0 | 0 | 13 | 48 | 43 | 21 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 29 | 1 | 0 | 93 | 0 | 3 | 3 | 0 | 0 | 5 | 69 | 40 | 26 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 21 | 0 | 0 | 0 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 14 | 75 | 9 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 80 | 17 | 5 |
| | GATWICK | CENTENNIAL AIRLINES | S | A | 14 | 0 | 0 | 29 | 36 | 29 | 7 | 0 | 0 | 33 | 100 | 5 | 3 |
| | GATWICK | CENTENNIAL AIRLINES | S | D | 14 | 0 | 0 | 36 | 21 | 36 | 7 | 0 | 0 | 33 | 100 | -3 | 5 |
| | MANCHESTER | CENTENNIAL AIRLINES | S | A | 9 | 0 | 0 | 22 | 56 | 11 | 11 | 0 | 0 | 28 | 0 | 0 | 0 |
| | MANCHESTER | CENTENNIAL AIRLINES | S | D | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 3 | 0 | 1 | 0 | 33 | 0 | 33 | 0 | 33 | 221 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 50 | 293 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 328 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 352 | 0 | 0 | 0 |
| | MANCHESTER | FUTURA AIRLINES | C | A | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 31 | 0 | 0 | 0 |
| | MANCHESTER | FUTURA AIRLINES | C | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 34 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 83 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 5 | 1 | 1 | 0 | 20 | 0 | 60 | 0 | 20 | 172 | 25 | 34 | 8 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 6 | 0 | 1 | 17 | 33 | 17 | 17 | 17 | 0 | 102 | 40 | 55 | 10 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 0 | 25 | 0 | 50 | 0 | 25 | 175 | 0 | 118 | 5 |
| | MANCHESTER | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 0 | 25 | 0 | 50 | 0 | 25 | 189 | 0 | 95 | 5 |
| | GATWICK | MONARCH AIRLINES | C | A | 21 | 0 | 2 | 19 | 10 | 29 | 29 | 10 | 5 | 90 | 6 | 85 | 16 |
| | GATWICK | MONARCH AIRLINES | C | D | 23 | 0 | 0 | 48 | 17 | 4 | 17 | 9 | 4 | 64 | 31 | 48 | 16 |
| | LUTON | MONARCH AIRLINES | S | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 52 | 0 | 45 | 5 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | |
| | LUTON | MONARCH AIRLINES | S | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 80 | 9 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 1 | 50 | 0 | 0 | 50 | 0 | 0 | 42 | 29 | 72 | 14 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 29 | 29 | 45 | 14 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 26 | 57 | 96 | 7 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 25 | 50 | 89 | 8 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 21 | 0 | 0 | 43 | 5 | 29 | 14 | 10 | 0 | 53 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 23 | 1 | 0 | 48 | 4 | 13 | 26 | 9 | 0 | 49 | 0 | 0 | 0 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 11 | 0 | 22 | 57 | 17 | 7 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 78 | 0 | 11 | 0 | 11 | 0 | 24 | 86 | 7 | 7 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 44 | 0 | 7 | 48 | 14 | 7 | 18 | 11 | 2 | 58 | 67 | 12 | 3 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 47 | 2 | 0 | 49 | 4 | 15 | 23 | 6 | 2 | 55 | 75 | 13 | 4 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 1 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 17 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 30 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 14 | 0 | 0 | 0 |
| | BIRMINGHAM | SPANAIR | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| | BIRMINGHAM | SPANAIR | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 54 | 0 | 0 | 0 |
| | MANCHESTER | SPANAIR | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MANCHESTER | SPANAIR | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL PALMA DE MALLORCA** | | | | | **754** | **15** | **19** | **58** | **14** | **12** | **12** | **3** | **2** | **35** | **60** | **26** | **26** |
| PAPHOS | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | -17 | 9 |
| | BIRMINGHAM | AIR 2000 | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | -1 | 9 |
| | GATWICK | AIR 2000 | S | A | 16 | 0 | 0 | 56 | 19 | 19 | 6 | 0 | 0 | 20 | 68 | 7 | 19 |
| | GATWICK | AIR 2000 | S | D | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 89 | 8 | 19 |
| | GLASGOW | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 41 | 50 | 25 | 4 |
| | GLASGOW | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 11 | 4 |
| | LUTON | AIR 2000 | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | -1 | 3 |
| | LUTON | AIR 2000 | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 3 |
| | MANCHESTER | AIR 2000 | S | A | 8 | 0 | 0 | 25 | 25 | 13 | 25 | 13 | 0 | 56 | 0 | 0 | 0 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PAPHOS | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR 2000 | S | D | 8 | 0 | 0 | 63 | 0 | 25 | 13 | 0 | 0 | 29 | 0 | 0 | 0 |
| | NEWCASTLE | AIR 2000 | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| | NEWCASTLE | AIR 2000 | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 67 | 38 | 35 | 8 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 34 | 75 | 7 | 8 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 34 | 0 | 0 | 0 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 10 | 46 | 57 | 13 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 7 | 75 | 11 | 12 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 13 | 0 | 1 | 69 | 8 | 15 | 8 | 0 | 0 | 8 | 53 | 23 | 17 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 13 | 0 | 0 | 69 | 0 | 31 | 0 | 0 | 0 | 13 | 71 | 18 | 17 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | LUTON | CALEDONIAN AIRWAYS | C | A | 3 | 0 | 1 | 33 | 33 | 33 | 0 | 0 | 0 | 25 | 10 | 230 | 10 |
| | LUTON | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 22 | 11 | 87 | 9 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 40 | 191 | 5 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 20 | 122 | 5 |
| | GATWICK | CYPRUS AIRWAYS | S | A | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 22 | 38 | 21 | 8 |
| | GATWICK | CYPRUS AIRWAYS | S | D | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 40 | 50 | 20 | 8 |
| | HEATHROW | CYPRUS AIRWAYS | S | A | 5 | 0 | 5 | 60 | 20 | 0 | 0 | 0 | 20 | 151 | 50 | 56 | 8 |
| | HEATHROW | CYPRUS AIRWAYS | S | D | 5 | 0 | 5 | 20 | 60 | 20 | 0 | 0 | 0 | 21 | 50 | 18 | 8 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 55 | 25 | 95 | 8 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 44 | 90 | 9 |
| **TOTAL PAPHOS** | | | | | **203** | **1** | **12** | **66** | **16** | **10** | **7** | **0** | **0** | **20** | **59** | **37** | **37** |
| PARIS (CHARLES DE GAULLE | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR FRANCE | S | A | 120 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 3 | 90 | 3 | 69 |
| | BIRMINGHAM | AIR FRANCE | S | D | 120 | 0 | 0 | 95 | 4 | 0 | 1 | 0 | 0 | 2 | 83 | 8 | 69 |
| | EDINBURGH | AIR FRANCE | S | A | 30 | 0 | 60 | 0 | 0 | 0 | 0 | 100 | 0 | 295 | 0 | 0 | 0 |
| | EDINBURGH | AIR FRANCE | S | D | 30 | 0 | 30 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | HEATHROW | AIR FRANCE | S | A | 250 | 0 | 0 | 65 | 21 | 12 | 2 | 0 | 0 | 13 | 68 | 12 | 230 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PARIS (CHARLES DE GAULLE | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR FRANCE | S | D | 250 | 0 | 0 | 84 | 10 | 4 | 2 | 0 | 0 | 4 | 86 | 6 | 230 |
| | MANCHESTER | AIR FRANCE | S | A | 116 | 0 | 0 | 76 | 17 | 7 | 0 | 0 | 0 | 8 | 85 | 5 | 95 |
| | MANCHESTER | AIR FRANCE | S | D | 116 | 0 | 0 | 97 | 3 | 1 | 0 | 0 | 0 | -2 | 89 | 5 | 95 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 233 | 0 | 1 | 85 | 13 | 1 | 0 | 0 | 0 | 6 | 82 | 6 | 233 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 234 | 0 | 0 | 94 | 4 | 1 | 1 | 0 | 0 | 1 | 91 | 2 | 233 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 137 | 0 | 1 | 75 | 14 | 9 | 1 | 0 | 0 | 12 | 83 | 7 | 165 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 137 | 0 | 1 | 79 | 11 | 8 | 2 | 0 | 0 | 9 | 90 | 5 | 165 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 25 | 0 | 0 | 84 | 8 | 0 | 4 | 4 | 0 | 16 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 21 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 50 | 1 | 2 | 72 | 6 | 18 | 4 | 0 | 0 | 8 | 0 | 0 | 0 |
| | NEWCASTLE | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 52 | 3 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | A | 156 | 0 | 0 | 93 | 4 | 1 | 1 | 0 | 0 | 4 | 85 | 5 | 148 |
| | BIRMINGHAM | BRITISH AIRWAYS PLC | S | D | 156 | 0 | 0 | 96 | 3 | 0 | 1 | 0 | 0 | 2 | 89 | 6 | 152 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 52 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 73 | 11 | 44 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 96 | 4 | 45 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 235 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 6 | 79 | 8 | 233 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 236 | 0 | 0 | 91 | 4 | 3 | 1 | 0 | 0 | 2 | 89 | 4 | 233 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 134 | 0 | 0 | 90 | 7 | 3 | 0 | 1 | 0 | 2 | 80 | 8 | 128 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 134 | 0 | 0 | 90 | 7 | 1 | 1 | 0 | 0 | 4 | 79 | 11 | 129 |
| | GATWICK | CAMEROON AIRLINES | S | A | 4 | 1 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 35 | 0 | 32 | 2 |
| | GATWICK | CAMEROON AIRLINES | S | D | 5 | 0 | 0 | 0 | 20 | 20 | 40 | 0 | 20 | 198 | 0 | 84 | 2 |
| | STANSTED | KLM UK LTD | S | A | 112 | 0 | 0 | 87 | 6 | 3 | 4 | 1 | 0 | 5 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 112 | 0 | 0 | 82 | 11 | 3 | 4 | 1 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |

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

Origin / Destinations: P

| | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| PARIS (CHARLES DE GAULLE | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | LUTON | SCOT AIRWAYS | S | A | 66 | 0 | 2 | 97 | 0 | 3 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | LUTON | SCOT AIRWAYS | S | D | 65 | 1 | 0 | 88 | 8 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| **TOTAL PARIS (CHARLES DE GAULLE)** | | | | | **3501** | **6** | **108** | **86** | **8** | **4** | **1** | **1** | **0** | **8** | **84** | **6** | **6** |
| PARIS (ORLY) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INTER EUROPE | S | A | 85 | 1 | 5 | 68 | 16 | 13 | 2 | 0 | 0 | 11 | 0 | 0 | 0 |
| | HEATHROW | AIR INTER EUROPE | S | D | 85 | 0 | 5 | 84 | 9 | 6 | 1 | 0 | 0 | 6 | 0 | 0 | 0 |
| | HEATHROW | AIR LIBERTE/ TAT EUROPEAN ALNS | S | A | 90 | 0 | 0 | 74 | 16 | 7 | 2 | 1 | 0 | 12 | 81 | 6 | 78 |
| | HEATHROW | AIR LIBERTE/ TAT EUROPEAN ALNS | S | D | 90 | 0 | 0 | 93 | 3 | 2 | 1 | 0 | 0 | 5 | 94 | 2 | 78 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 55 | 0 | 0 | 87 | 7 | 2 | 4 | 0 | 0 | 9 | 62 | 12 | 55 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 55 | 0 | 0 | 85 | 11 | 2 | 2 | 0 | 0 | 4 | 78 | 5 | 55 |
| **TOTAL PARIS (ORLY)** | | | | | **462** | **1** | **10** | **81** | **11** | **6** | **2** | **0** | **0** | **8** | **80** | **7** | **7** |
| PAU | | | | | | | | | | | | | | | | | |
| PERPIGNAN | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 60 | 30 | 5 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | -1 | 5 |
| **TOTAL PERPIGNAN** | | | | | **8** | **0** | **0** | **88** | **13** | **0** | **0** | **0** | **0** | **4** | **80** | **14** | **14** |
| PERTH (AUSTRALIA) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 10 | 37 | 40 | 13 | 0 | 0 | 36 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 60 | 23 | 13 | 3 | 0 | 0 | 14 | 0 | 0 | 0 |
| **TOTAL PERTH (AUSTRALIA)** | | | | | **60** | **0** | **0** | **35** | **30** | **27** | **8** | **0** | **0** | **25** | **0** | **0** | **0** |
| PHILADELPHIA INTERNATION | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 87 | 5 | 3 | 5 | 0 | 0 | 5 | 90 | 8 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 63 | 25 | 7 | 3 | 2 | 0 | 17 | 70 | 13 | 30 |
| **TOTAL PHILADELPHIA INTERNATIONAL** | | | | | **121** | **0** | **0** | **74** | **15** | **6** | **4** | **1** | **0** | **11** | **78** | **13** | **13** |
| PHUKET | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHUKET | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 35 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| **TOTAL PHUKET** | | | | | **16** | **0** | **0** | **69** | **6** | **19** | **6** | **0** | **0** | **13** | **50** | **77** | **77** |
| PISA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 60 | 15 | 5 |
| | GATWICK | AIR 2000 | C | D | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 22 | 100 | 0 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 34 | 0 | 0 | 56 | 32 | 9 | 3 | 0 | 0 | 16 | 73 | 11 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 34 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 87 | 6 | 30 |
| | MANCHESTER | BRITISH WORLD AIRLINES LTD | C | A | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 16 | 44 | 18 | 9 |
| | MANCHESTER | BRITISH WORLD AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 2 | 5 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 7 | 0 | 0 | 57 | 0 | 14 | 29 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 7 | 0 | 0 | 14 | 29 | 29 | 29 | 0 | 0 | 49 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 97 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 83 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 7 | 0 | 1 | 14 | 14 | 57 | 14 | 0 | 0 | 38 | 43 | 47 | 7 |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 1 | 56 | 11 | 11 | 11 | 11 | 0 | 54 | 50 | 60 | 6 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 33 | 11 | 44 | 11 | 0 | 0 | 38 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 56 | 22 | 0 | 22 | 0 | 0 | 28 | 0 | 0 | 0 |
| **TOTAL PISA** | | | | | **147** | **2** | **2** | **59** | **17** | **14** | **10** | **1** | **0** | **23** | **67** | **17** | **17** |
| PITTSBURGH | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 47 | 40 | 13 | 0 | 0 | 0 | 16 | 63 | 9 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 4 | 100 | -3 | 30 |
| **TOTAL PITTSBURGH** | | | | | **60** | **0** | **0** | **68** | **23** | **8** | **0** | **0** | **0** | **10** | **82** | **3** | **3** |
| PLOVDIV | | | | | | | | | | | | | | | | | |
| PLYMOUTH | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS MATCHED | UNMATCHED Actual (7) | UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995 % Early to 15 | APR 1995 Average Delay (mins) | APR 1995 No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PLYMOUTH | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS CITIEXPRESS LTD | S | A | 110 | 0 | 4 | 84 | 10 | 5 | 2 | 0 | 0 | 8 | 60 | 16 | 101 |
| | HEATHROW | BRITISH AIRWAYS CITIEXPRESS LTD | S | D | 38 | 0 | 0 | 95 | 3 | 3 | 0 | 0 | 0 | -2 | 90 | -2 | 42 |
| **TOTAL PLYMOUTH** | | | | | **152** | **0** | **4** | **86** | **9** | **4** | **1** | **0** | **0** | **5** | **69** | **10** | **10** |
| POINTE A PITRE GUADELOU | | | | | | | | | | | | | | | | | |
| PONTOISE | | | | | | | | | | | | | | | | | |
| PORLAMAR | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 27 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | D | 3 | 0 | 1 | 33 | 33 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| **TOTAL PORLAMAR** | | | | | **12** | **0** | **1** | **33** | **25** | **33** | **8** | **0** | **0** | **23** | **0** | **0** | **0** |
| PORT OF SPAIN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BWIA | S | A | 28 | 1 | 2 | 39 | 32 | 21 | 7 | 0 | 0 | 22 | 50 | 22 | 26 |
| | HEATHROW | BWIA | S | D | 28 | 0 | 2 | 46 | 39 | 11 | 4 | 0 | 0 | 20 | 62 | 18 | 26 |
| **TOTAL PORT OF SPAIN** | | | | | **56** | **1** | **4** | **43** | **36** | **16** | **5** | **0** | **0** | **21** | **56** | **20** | **20** |
| POZNAN | | | | | | | | | | | | | | | | | |
| PRAGUE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 39 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 39 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 68 | 20 | 10 | 2 | 0 | 0 | 8 | 88 | 1 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 1 | 90 | 3 | 60 |
| | HEATHROW | CSA | S | A | 60 | 0 | 0 | 83 | 13 | 2 | 2 | 0 | 0 | 8 | 38 | 24 | 55 |
| | HEATHROW | CSA | S | D | 60 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | -6 | 91 | 4 | 55 |
| | MANCHESTER | CSA | S | A | 14 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 23 | 75 | 5 | 8 |
| | MANCHESTER | CSA | S | D | 14 | 0 | 0 | 79 | 0 | 7 | 14 | 0 | 0 | 23 | 75 | 9 | 8 |
| | STANSTED | CSA | S | A | 17 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | STANSTED | CSA | S | D | 17 | 0 | 0 | 88 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PRAGUE | | | | | | | | | | | | | | | | | |
| **TOTAL PRAGUE** | | | | | **388** | **0** | **0** | **87** | **8** | **4** | **2** | **0** | **0** | **4** | **76** | **9** | **9** |
| PRESTWICK | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 108 | 3 | 5 | 92 | 5 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 107 | 4 | 8 | 94 | 4 | 1 | 1 | 0 | 0 | -2 | 0 | 0 | 0 |
| **TOTAL PRESTWICK** | | | | | **215** | **7** | **13** | **93** | **4** | **2** | **1** | **0** | **0** | **-1** | **100** | **-15** | **-15** |
| PREVEZA | | | | | | | | | | | | | | | | | |
| | GATWICK | ALL LEISURE AIRLINES LTD | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | GATWICK | ALL LEISURE AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| **TOTAL PREVEZA** | | | | | **8** | **0** | **0** | **38** | **25** | **38** | **0** | **0** | **0** | **20** | **13** | **137** | **137** |
| PUERTO PLATA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 11 | 50 | 20 | 4 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 15 | 75 | 9 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 2 | 33 | 15 | 6 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 22 | 17 | 33 | 6 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 41 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 56 | 100 | -29 | 2 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 100 | -5 | 2 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 77 | 100 | -42 | 2 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 80 | 100 | -7 | 2 |
| **TOTAL PUERTO PLATA** | | | | | **32** | **1** | **0** | **59** | **9** | **9** | **22** | **0** | **0** | **25** | **66** | **5** | **5** |
| PUERTO VALLARTA | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 48 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 70 | 0 | 0 | 0 |
| **TOTAL PUERTO VALLARTA** | | | | | **4** | **0** | **0** | **25** | **25** | **0** | **50** | **0** | **0** | **59** | **0** | **0** | **0** |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RALEIGH | | | | | | | | | | | | | | | | | |
| | GATWICK | AMERICAN AIRLINES | S | A | 30 | 0 | 0 | 57 | 27 | 10 | 7 | 0 | 0 | 13 | 53 | 23 | 30 |
| | GATWICK | AMERICAN AIRLINES | S | D | 30 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 3 | 87 | 3 | 30 |
| **TOTAL RALEIGH** | | | | | **60** | **0** | **0** | **73** | **17** | **7** | **3** | **0** | **0** | **8** | **70** | **13** | **13** |
| REIMS | | | | | | | | | | | | | | | | | |
| **TOTAL REIMS** | | | | | **2** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **-19** | **100** | **-33** | **-33** |
| RENNES | | | | | | | | | | | | | | | | | |
| | GATWICK | BRIT AIR | S | A | 50 | 0 | 0 | 78 | 18 | 0 | 4 | 0 | 0 | 12 | 92 | 7 | 49 |
| | GATWICK | BRIT AIR | S | D | 50 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 0 | 11 | 82 | 7 | 49 |
| **TOTAL RENNES** | | | | | **100** | **0** | **0** | **77** | **17** | **3** | **3** | **0** | **0** | **11** | **86** | **7** | **7** |
| REUS | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 3 | 100 | -9 | 3 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 100 | 7 | 4 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 8 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | -10 | 67 | 6 | 3 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 50 | 32 | 4 |
| **TOTAL REUS** | | | | | **30** | **0** | **2** | **93** | **7** | **0** | **0** | **0** | **0** | **-3** | **71** | **17** | **17** |
| RHODES | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 3 | 0 | 1 | 67 | 33 | 0 | 0 | 0 | 0 | -1 | 25 | 79 | 4 |
| | GATWICK | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 22 | 50 | 51 | 4 |
| | MANCHESTER | AIR 2000 | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -18 | 40 | 11 | 5 |
| | MANCHESTER | AIR 2000 | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 13 | 43 | 16 | 7 |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 60 | 0 | 37 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 20 | 30 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 3 | 0 | 1 | 0 | 33 | 33 | 33 | 0 | 0 | 40 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 1 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 33 | 18 | 3 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 75 | 75 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 7 | 0 | 2 | 29 | 43 | 14 | 14 | 0 | 0 | 28 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 3 | 0 | 6 | 33 | 33 | 33 | 0 | 0 | 0 | 20 | 0 | 72 | 4 |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RHODES | | | | | | | | | | | | | | | | | |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 25 | 41 | 4 |
| **TOTAL RHODES** | | | | | **59** | **1** | **11** | **58** | **19** | **14** | **10** | **0** | **0** | **17** | **43** | **32** | **32** |
| RIGA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR BALTIC CORPORATION SIA | S | A | 30 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | GATWICK | AIR BALTIC CORPORATION SIA | S | D | 29 | 1 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | -1 | 0 | 0 | 0 |
| | GATWICK | RIGA AIRLINES EXPRESS | S | A | 22 | 0 | 0 | 77 | 5 | 14 | 5 | 0 | 0 | 14 | 29 | 51 | 17 |
| | GATWICK | RIGA AIRLINES EXPRESS | S | D | 22 | 0 | 0 | 68 | 14 | 14 | 5 | 0 | 0 | 16 | 47 | 40 | 17 |
| **TOTAL RIGA** | | | | | **103** | **2** | **0** | **85** | **5** | **8** | **2** | **0** | **0** | **5** | **65** | **24** | **24** |
| RIMINI | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 54 | 0 | 0 | 0 |
| **TOTAL RIMINI** | | | | | **4** | **0** | **0** | **50** | **0** | **25** | **25** | **0** | **0** | **42** | **33** | **50** | **50** |
| RIO DE JANEIRO (GALEAO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | VARIG | S | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 1 | 13 | 34 | 8 |
| | HEATHROW | VARIG | S | D | 12 | 0 | 0 | 75 | 8 | 8 | 8 | 0 | 0 | 9 | 33 | 49 | 9 |
| **TOTAL RIO DE JANEIRO (GALEAO)** | | | | | **20** | **0** | **0** | **75** | **10** | **10** | **5** | **0** | **0** | **5** | **24** | **42** | **42** |
| RIYADH | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 2 | 92 | 3 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 3 | 100 | -3 | 13 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 34 | 4 |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 83 | 12 | 6 |
| **TOTAL RIYADH** | | | | | **34** | **0** | **0** | **88** | **3** | **6** | **3** | **0** | **0** | **3** | **84** | **6** | **6** |
| ROME (CIAMPINO) | | | | | | | | | | | | | | | | | |
| | GATWICK | AIRWORLD AVIATION LTD | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 43 | 0 | 0 | 0 |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH WORLD AIRLINES LTD | C | A | 9 | 0 | 0 | 0 | 22 | 33 | 44 | 0 | 0 | 60 | 13 | 76 | 8 |
| | MANCHESTER | BRITISH WORLD AIRLINES LTD | C | D | 9 | 0 | 0 | 67 | 0 | 22 | 11 | 0 | 0 | 26 | 50 | 54 | 8 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 68 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 21 | 0 | 0 | 24 | 24 | 33 | 19 | 0 | 0 | 43 | 31 | 38 | 13 |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROME (CIAMPINO) | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | D | 19 | 0 | 3 | 53 | 16 | 21 | 11 | 0 | 0 | 25 | 36 | 61 | 14 |
| **TOTAL ROME (CIAMPINO)** | | | | | **73** | **2** | **3** | **38** | **18** | **25** | **19** | **0** | **0** | **35** | **38** | **52** | **52** |
| ROME (FIUMICINO) | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | A | 29 | 0 | 1 | 66 | 21 | 14 | 0 | 0 | 0 | 11 | 70 | 16 | 30 |
| | GATWICK | AIR LIBERTE/ TAT EUROPEAN ALNS | S | D | 29 | 0 | 1 | 69 | 21 | 10 | 0 | 0 | 0 | 15 | 72 | 17 | 29 |
| | GATWICK | ALITALIA | S | A | 30 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | ALITALIA | S | D | 30 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | HEATHROW | ALITALIA | S | A | 150 | 0 | 0 | 65 | 23 | 9 | 3 | 0 | 0 | 13 | 69 | 16 | 147 |
| | HEATHROW | ALITALIA | S | D | 149 | 0 | 1 | 69 | 18 | 10 | 3 | 0 | 0 | 12 | 76 | 11 | 147 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 30 | 0 | 0 | 20 | 40 | 37 | 3 | 0 | 0 | 28 | 50 | 22 | 30 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 30 | 0 | 0 | 67 | 23 | 7 | 3 | 0 | 0 | 15 | 63 | 20 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 149 | 0 | 1 | 85 | 9 | 4 | 2 | 0 | 0 | 6 | 87 | 5 | 120 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 150 | 0 | 0 | 83 | 11 | 5 | 1 | 0 | 0 | 5 | 88 | 9 | 120 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | -1 | 84 | 6 | 25 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 26 | 0 | 0 | 85 | 12 | 4 | 0 | 0 | 0 | 8 | 80 | 14 | 25 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MANCHESTER | SABENA | S | A | 78 | 0 | 0 | 90 | 9 | 1 | 0 | 0 | 0 | 1 | 67 | 13 | 72 |
| | MANCHESTER | SABENA | S | D | 48 | 0 | 0 | 83 | 10 | 6 | 0 | 0 | 0 | 4 | 71 | 12 | 45 |
| **TOTAL ROME (FIUMICINO)** | | | | | **956** | **0** | **4** | **76** | **15** | **7** | **1** | **0** | **0** | **9** | **74** | **13** | **13** |
| ROTTERDAM | | | | | | | | | | | | | | | | | |
| | GATWICK | CITY FLYER EXPRESS | S | A | 111 | 0 | 0 | 87 | 8 | 4 | 1 | 0 | 0 | 5 | 74 | 11 | 95 |
| | GATWICK | CITY FLYER EXPRESS | S | D | 110 | 0 | 1 | 92 | 5 | 3 | 1 | 0 | 0 | 5 | 92 | 6 | 96 |
| | HEATHROW | KLM | S | A | 127 | 0 | 1 | 84 | 9 | 4 | 2 | 0 | 0 | 8 | 83 | 7 | 122 |
| | HEATHROW | KLM | S | D | 127 | 0 | 1 | 92 | 3 | 2 | 2 | 0 | 0 | 0 | 87 | 2 | 122 |
| | STANSTED | KLM UK LTD | S | A | 70 | 0 | 2 | 96 | 1 | 1 | 0 | 1 | 0 | -1 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | D | 70 | 0 | 2 | 86 | 10 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL ROTTERDAM** | | | | | **617** | **2** | **7** | **89** | **6** | **3** | **1** | **0** | **0** | **4** | **83** | **6** | **6** |

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

Origin / Destinations: S

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAARBRUCKEN | | | | | | | | | | | | | | | | | |
| SAGINAW | | | | | | | | | | | | | | | | | |
| SALONIKA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 83 | 7 | 3 | 7 | 0 | 0 | 10 | 93 | 5 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | 0 | 83 | 14 | 30 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 6 | 1 | 1 | 17 | 33 | 33 | 17 | 0 | 0 | 35 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 7 | 0 | 0 | 71 | 0 | 0 | 29 | 0 | 0 | 26 | 0 | 0 | 0 |
| **TOTAL SALONIKA** | | | | | **79** | **1** | **1** | **78** | **6** | **8** | **8** | **0** | **0** | **11** | **85** | **11** | **11** |
| SALZBURG | | | | | | | | | | | | | | | | | |
| | GATWICK | LAUDA-AIR | S | A | 59 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 2 | 80 | 13 | 30 |
| | GATWICK | LAUDA-AIR | S | D | 59 | 0 | 0 | 92 | 7 | 2 | 0 | 0 | 0 | 2 | 97 | 4 | 30 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 1 | 80 | 0 | 0 | 20 | 0 | 0 | 17 | 50 | 22 | 2 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 2 | 67 | 0 | 0 | 33 | 0 | 0 | 58 | 100 | 15 | 1 |
| **TOTAL SALZBURG** | | | | | **131** | **1** | **3** | **87** | **10** | **1** | **2** | **0** | **0** | **4** | **85** | **9** | **9** |
| SAN FRANCISCO | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 87 | 8 | 3 | 0 | 0 | 2 | 8 | 60 | 28 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 87 | 12 | 0 | 0 | 0 | 2 | 12 | 75 | 10 | 60 |
| | HEATHROW | UNITED AIRLINES | S | A | 54 | 0 | 0 | 59 | 19 | 9 | 13 | 0 | 0 | 19 | 37 | 37 | 30 |
| | HEATHROW | UNITED AIRLINES | S | D | 54 | 0 | 0 | 78 | 15 | 2 | 6 | 0 | 0 | 12 | 67 | 15 | 30 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 26 | 0 | 0 | 35 | 35 | 12 | 19 | 0 | 0 | 36 | 58 | 22 | 26 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 25 | 0 | 0 | 48 | 24 | 0 | 24 | 4 | 0 | 39 | 69 | 22 | 26 |
| **TOTAL SAN FRANCISCO** | | | | | **279** | **0** | **0** | **71** | **16** | **4** | **8** | **0** | **1** | **17** | **63** | **22** | **22** |
| SAN JOSE COST RICA | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -34 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| **TOTAL SAN JOSE COST RICA** | | | | | **8** | **0** | **0** | **88** | **0** | **0** | **13** | **0** | **0** | **6** | **0** | **0** | **0** |
| SAN JUAN (PUERTO RICO) | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 33 | 0 | 33 | 17 | 17 | 0 | 67 | 33 | 56 | 3 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 5 | 1 | 1 | 40 | 0 | 20 | 40 | 0 | 0 | 44 | 67 | 15 | 3 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAN JUAN (PUERTO RICO) | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 3 | 0 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 125 | 0 | 45 | 2 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 71 | 100 | 1 | 2 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 0 | 40 | 20 | 0 | 40 | 0 | 125 | 50 | 21 | 4 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | -1 | 5 |
| **TOTAL SAN JUAN (PUERTO RICO)** | | | | | **26** | **1** | **1** | **31** | **15** | **19** | **19** | **15** | **0** | **72** | **63** | **20** | **20** |
| SANAA | | | | | | | | | | | | | | | | | |
| | GATWICK | YEMENIA | S | A | 9 | 0 | 0 | 44 | 11 | 11 | 22 | 11 | 0 | 56 | 13 | 73 | 8 |
| | GATWICK | YEMENIA | S | D | 9 | 0 | 0 | 56 | 0 | 22 | 11 | 11 | 0 | 49 | 0 | 81 | 8 |
| **TOTAL SANAA** | | | | | **18** | **0** | **0** | **50** | **6** | **17** | **17** | **11** | **0** | **52** | **6** | **77** | **77** |
| SANFORD | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 6 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 78 | 0 | 0 | 0 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 42 | 0 | 0 | 0 |
| **TOTAL SANFORD** | | | | | **32** | **0** | **0** | **53** | **25** | **16** | **6** | **0** | **0** | **22** | **0** | **0** | **0** |
| SANTIAGO DE CHILE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 0 | 8 | 8 | 0 | 0 | 15 | 63 | 29 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 89 | -2 | 9 |
| **TOTAL SANTIAGO DE CHILE** | | | | | **26** | **0** | **0** | **92** | **0** | **4** | **4** | **0** | **0** | **7** | **76** | **13** | **13** |
| SANTIAGO DE COMPOSTELA | | | | | | | | | | | | | | | | | |
| | GATWICK | IBERIA | S | A | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -9 | 90 | -5 | 30 |
| | GATWICK | IBERIA | S | D | 30 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 93 | 1 | 30 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| **TOTAL SANTIAGO DE COMPOSTELA (SPAIN)** | | | | | **68** | **0** | **0** | **93** | **4** | **1** | **1** | **0** | **0** | **-2** | **88** | **0** | **0** |
| SANTO DOMINGO | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SANTO DOMINGO | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 2 | 0 | 1 | 50 | 0 | 50 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MANCHESTER | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| **TOTAL SANTO DOMINGO** | | | | | **12** | **0** | **1** | **67** | **17** | **17** | **0** | **0** | **0** | **12** | **0** | **0** | **0** |
| SAO PAULO (GUARULHOS) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 7 | 0 | 0 | 86 | 0 | 0 | 0 | 14 | 0 | 19 | 40 | 14 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 7 | 100 | -2 | 4 |
| | HEATHROW | VARIG | S | A | 12 | 0 | 0 | 58 | 17 | 17 | 8 | 0 | 0 | 13 | 0 | 87 | 5 |
| | HEATHROW | VARIG | S | D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 22 | 75 | 7 | 4 |
| **TOTAL SAO PAULO (GUARULHOS)** | | | | | **35** | **0** | **0** | **74** | **9** | **9** | **6** | **3** | **0** | **15** | **50** | **29** | **29** |
| SEATTLE (TACOMA) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 80 | 17 | 3 | 0 | 0 | 0 | 7 | 52 | 25 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 87 | 7 | 7 | 0 | 0 | 0 | 9 | 79 | 15 | 29 |
| **TOTAL SEATTLE (TACOMA)** | | | | | **60** | **0** | **0** | **83** | **12** | **5** | **0** | **0** | **0** | **8** | **66** | **20** | **20** |
| SEOUL (KIMPO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 7 | 63 | 11 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 88 | 16 | 8 |
| | HEATHROW | KOREAN AIR | S | A | 17 | 0 | 0 | 47 | 18 | 35 | 0 | 0 | 0 | 19 | 0 | 35 | 13 |
| | HEATHROW | KOREAN AIR | S | D | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 62 | 12 | 13 |
| **TOTAL SEOUL (KIMPO)** | | | | | **60** | **0** | **0** | **73** | **15** | **12** | **0** | **0** | **0** | **9** | **48** | **20** | **20** |
| SEVILLE | | | | | | | | | | | | | | | | | |
| | HEATHROW | IBERIA | S | A | 30 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | -1 | 90 | 3 | 30 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | -3 | 93 | 1 | 30 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 37 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| **TOTAL SEVILLE** | | | | | **64** | **0** | **0** | **91** | **0** | **8** | **2** | **0** | **0** | **0** | **92** | **1** | **1** |
| SEYCHELLES | | | | | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SEYCHELLES | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR SEYCHELLES | S | A | 8 | 0 | 0 | 63 | 13 | 0 | 13 | 13 | 0 | 64 | 22 | 42 | 9 |
| | GATWICK | AIR SEYCHELLES | S | D | 8 | 0 | 0 | 75 | 13 | 0 | 0 | 0 | 13 | 85 | 33 | 31 | 9 |
| | MANCHESTER | AIR SEYCHELLES | S | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 35 | 0 | 0 | 0 |
| | MANCHESTER | AIR SEYCHELLES | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| **TOTAL SEYCHELLES** | | | | | **24** | **0** | **0** | **67** | **8** | **4** | **13** | **4** | **4** | **60** | **28** | **37** | **37** |
| SFAX | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 110 | 0 | 35 | 3 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 71 | 33 | 52 | 3 |
| **TOTAL SFAX** | | | | | **6** | **0** | **0** | **33** | **0** | **0** | **67** | **0** | **0** | **91** | **17** | **44** | **44** |
| SHANNON | | | | | | | | | | | | | | | | | |
| | GATWICK | AB AIRLINES | S | A | 79 | 0 | 3 | 91 | 3 | 3 | 4 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | AB AIRLINES | S | D | 78 | 0 | 4 | 87 | 4 | 5 | 4 | 0 | 0 | 5 | 0 | 0 | 0 |
| | HEATHROW | AER LINGUS | S | A | 116 | 0 | 0 | 65 | 27 | 5 | 2 | 2 | 0 | 18 | 80 | 9 | 115 |
| | HEATHROW | AER LINGUS | S | D | 115 | 0 | 0 | 83 | 11 | 3 | 1 | 2 | 0 | 11 | 94 | 0 | 115 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 52 | 0 | 0 | 90 | 6 | 4 | 0 | 0 | 0 | -3 | 90 | 1 | 30 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 52 | 0 | 0 | 94 | 2 | 4 | 0 | 0 | 0 | -1 | 93 | -1 | 30 |
| **TOTAL SHANNON** | | | | | **492** | **0** | **7** | **83** | **11** | **4** | **2** | **1** | **0** | **8** | **88** | **3** | **3** |
| SHARM EL SHEIKH (OPHIRA) | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 51 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 28 | 75 | 20 | 4 |
| **TOTAL SHARM EL SHEIKH (OPHIRA)** | | | | | **8** | **0** | **0** | **38** | **25** | **13** | **25** | **0** | **0** | **39** | **50** | **25** | **25** |
| SINGAPORE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 9 | 0 | 0 | 0 |
| | HEATHROW | SINGAPORE AIRLINES | S | A | 60 | 0 | 0 | 23 | 37 | 35 | 5 | 0 | 0 | 28 | 18 | 35 | 60 |
| | HEATHROW | SINGAPORE AIRLINES | S | D | 60 | 0 | 0 | 80 | 12 | 7 | 0 | 2 | 0 | 10 | 80 | 9 | 60 |
| | MANCHESTER | SINGAPORE AIRLINES | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 4 | 33 | 34 | 12 |
| | MANCHESTER | SINGAPORE AIRLINES | S | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 9 | 69 | 45 | 13 |
| **TOTAL SINGAPORE** | | | | | **163** | **0** | **0** | **56** | **22** | **18** | **2** | **1** | **0** | **17** | **50** | **25** | **25** |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOFIA | | | | | | | | | | | | | | | | | |
| | HEATHROW | BALKAN BULGARIAN AIRLINES | S | A | 21 | 0 | 0 | 57 | 10 | 29 | 5 | 0 | 0 | 22 | 59 | 22 | 22 |
| | HEATHROW | BALKAN BULGARIAN AIRLINES | S | D | 21 | 0 | 0 | 67 | 14 | 14 | 5 | 0 | 0 | 16 | 86 | 6 | 22 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 19 | 0 | 0 | 79 | 11 | 11 | 0 | 0 | 0 | 3 | 100 | -13 | 13 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 19 | 0 | 0 | 74 | 16 | 5 | 5 | 0 | 0 | 9 | 100 | 3 | 13 |
| **TOTAL SOFIA** | | | | | **82** | **0** | **0** | **70** | **12** | **15** | **4** | **0** | **0** | **13** | **83** | **7** | **7** |
| SOUTHAMPTON | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | A | 68 | 1 | 2 | 94 | 4 | 0 | 1 | 0 | 0 | -5 | 0 | 0 | 0 |
| | EDINBURGH | BRITISH REGIONAL AIRLINES LTD | S | D | 63 | 4 | 7 | 92 | 6 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | A | 66 | 0 | 3 | 98 | 0 | 2 | 0 | 0 | 0 | -9 | 92 | 4 | 61 |
| | GLASGOW | BRITISH REGIONAL AIRLINES LTD | S | D | 67 | 1 | 1 | 97 | 1 | 1 | 0 | 0 | 0 | -2 | 87 | 7 | 63 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 61 | 0 | 1 | 98 | 0 | 2 | 0 | 0 | 0 | -3 | 94 | 5 | 36 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 62 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | -3 | 92 | 5 | 36 |
| | NEWCASTLE | EUROPEAN AIRWAYS LTD | S | A | 39 | 1 | 1 | 97 | 0 | 0 | 3 | 0 | 0 | -6 | 0 | 0 | 0 |
| | NEWCASTLE | EUROPEAN AIRWAYS LTD | S | D | 39 | 1 | 1 | 95 | 3 | 0 | 3 | 0 | 0 | -2 | 0 | 0 | 0 |
| **TOTAL SOUTHAMPTON** | | | | | **465** | **9** | **16** | **96** | **2** | **1** | **1** | **0** | **0** | **-3** | **91** | **5** | **5** |
| SPLIT | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 52 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| **TOTAL SPLIT** | | | | | **9** | **1** | **0** | **78** | **11** | **0** | **11** | **0** | **0** | **19** | **0** | **0** | **0** |
| ST LOUIS (LAMBERT) | | | | | | | | | | | | | | | | | |
| | GATWICK | TRANS WORLD AIRLINES | S | A | 30 | 0 | 0 | 30 | 30 | 20 | 17 | 3 | 0 | 40 | 20 | 54 | 30 |
| | GATWICK | TRANS WORLD AIRLINES | S | D | 30 | 0 | 0 | 73 | 7 | 3 | 10 | 7 | 0 | 23 | 87 | 14 | 30 |
| **TOTAL ST LOUIS (LAMBERT)** | | | | | **60** | **0** | **0** | **52** | **18** | **12** | **13** | **5** | **0** | **32** | **53** | **34** | **34** |
| ST LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 54 | 23 | 8 | 15 | 0 | 0 | 21 | 15 | 33 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 12 | 0 | 0 | 58 | 17 | 17 | 0 | 8 | 0 | 35 | 77 | 15 | 13 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 36 | 0 | 0 | 0 |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ST LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | |
| **TOTAL ST LUCIA (HEWANORRA)** | | | | | **33** | **1** | **0** | **48** | **27** | **12** | **9** | **3** | **0** | **28** | **47** | **22** | **22** |
| ST PETERSBURG | | | | | | | | | | | | | | | | | |
| | GATWICK | AEROFLOT | S | A | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | AEROFLOT | S | D | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 27 | 0 | 0 | 0 |
| | HEATHROW | AEROFLOT | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -6 | 80 | -4 | 5 |
| | HEATHROW | AEROFLOT | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 80 | 14 | 5 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 0 | 12 | 77 | 3 | 22 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 6 | 73 | 10 | 22 |
| **TOTAL ST PETERSBURG** | | | | | **66** | **0** | **0** | **77** | **14** | **6** | **3** | **0** | **0** | **12** | **78** | **5** | **5** |
| STANSTED | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 29 | 0 | 0 | 0 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 61 | 0 | 1 | 92 | 3 | 3 | 0 | 2 | 0 | -2 | 93 | -6 | 58 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 61 | 0 | 1 | 95 | 0 | 3 | 2 | 0 | 0 | -2 | 93 | -1 | 57 |
| | EDINBURGH | KLM UK LTD | S | A | 124 | 1 | 4 | 81 | 8 | 8 | 3 | 0 | 0 | 6 | 0 | 0 | 0 |
| | EDINBURGH | KLM UK LTD | S | D | 124 | 1 | 3 | 88 | 10 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GLASGOW | KLM UK LTD | S | A | 100 | 0 | 1 | 89 | 6 | 4 | 1 | 0 | 0 | -1 | 92 | 1 | 73 |
| | GLASGOW | KLM UK LTD | S | D | 100 | 0 | 1 | 82 | 10 | 6 | 2 | 0 | 0 | 7 | 82 | 7 | 72 |
| | NEWCASTLE | KLM UK LTD | S | A | 64 | 2 | 2 | 94 | 5 | 2 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | NEWCASTLE | KLM UK LTD | S | D | 66 | 2 | 1 | 97 | 0 | 0 | 3 | 0 | 0 | -2 | 0 | 0 | 0 |
| **TOTAL STANSTED** | | | | | **712** | **7** | **15** | **88** | **6** | **4** | **1** | **0** | **0** | **3** | **90** | **1** | **1** |
| STAVANGER | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 26 | 0 | 0 | 65 | 27 | 8 | 0 | 0 | 0 | 12 | 96 | 5 | 25 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 26 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 8 | 92 | 5 | 25 |
| | HEATHROW | SAS | S | A | 56 | 0 | 1 | 63 | 30 | 7 | 0 | 0 | 0 | 10 | 86 | 1 | 56 |
| | HEATHROW | SAS | S | D | 56 | 0 | 1 | 77 | 21 | 2 | 0 | 0 | 0 | 5 | 96 | -4 | 56 |
| **TOTAL STAVANGER** | | | | | **164** | **0** | **2** | **72** | **23** | **5** | **0** | **0** | **0** | **8** | **92** | **1** | **1** |
| STOCKHOLM (ARLANDA) | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STOCKHOLM (ARLANDA) | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITANNIA AB | C | A | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 26 | 0 | 0 | 0 |
| | STANSTED | BRITANNIA AB | C | D | 9 | 0 | 0 | 11 | 11 | 33 | 44 | 0 | 0 | 55 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 60 | 0 | 0 | 82 | 15 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 60 | 0 | 0 | 75 | 18 | 7 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 119 | 0 | 0 | 76 | 15 | 4 | 4 | 0 | 0 | 5 | 87 | 2 | 120 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 119 | 0 | 0 | 81 | 11 | 8 | 1 | 0 | 0 | 7 | 92 | 4 | 120 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 3 | 0 | 1 | 33 | 33 | 33 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | A | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 33 | 33 | 29 | 9 |
| | STANSTED | MYTRAVEL AIRWAYS (DENMARK) | C | D | 8 | 0 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 65 | 30 | 45 | 10 |
| | EDINBURGH | SAS | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 |
| | EDINBURGH | SAS | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HEATHROW | SAS | S | A | 142 | 0 | 2 | 82 | 13 | 4 | 1 | 0 | 0 | 7 | 77 | 8 | 138 |
| | HEATHROW | SAS | S | D | 142 | 0 | 2 | 87 | 7 | 6 | 1 | 0 | 0 | 3 | 94 | 0 | 138 |
| | MANCHESTER | SAS | S | A | 19 | 0 | 4 | 89 | 0 | 5 | 5 | 0 | 0 | -1 | 76 | 3 | 25 |
| | MANCHESTER | SAS | S | D | 19 | 0 | 4 | 89 | 0 | 5 | 5 | 0 | 0 | 5 | 100 | -2 | 25 |
| **TOTAL STOCKHOLM (ARLANDA)** | | | | | **730** | **0** | **13** | **79** | **12** | **6** | **3** | **0** | **0** | **8** | **84** | **5** | **5** |
| STORNOWAY | | | | | | | | | | | | | | | | | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 55 | 0 | 1 | 96 | 2 | 0 | 0 | 2 | 0 | 9 | 96 | 7 | 50 |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 57 | 0 | 0 | 96 | 0 | 2 | 2 | 0 | 0 | 2 | 85 | 5 | 54 |
| **TOTAL STORNOWAY** | | | | | **112** | **0** | **1** | **96** | **1** | **1** | **1** | **1** | **0** | **5** | **90** | **6** | **6** |
| STRASBOURG | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INTER EUROPE | S | A | 53 | 0 | 0 | 34 | 38 | 23 | 6 | 0 | 0 | 25 | 0 | 0 | 0 |
| | HEATHROW | AIR INTER EUROPE | S | D | 52 | 0 | 0 | 62 | 31 | 4 | 4 | 0 | 0 | 13 | 0 | 0 | 0 |
| **TOTAL STRASBOURG** | | | | | **105** | **0** | **0** | **48** | **34** | **13** | **5** | **0** | **0** | **19** | **38** | **36** | **36** |
| STUTTGART | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 63 | 30 | 0 | 7 | 0 | 0 | 18 | 85 | 5 | 55 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 0 | 96 | 1 | 55 |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STUTTGART | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | A | 46 | 0 | 0 | 98 | 0 | 2 | 0 | 0 | 0 | -4 | 92 | 2 | 25 |
| | BIRMINGHAM | DUO AIRWAYS LTD | S | D | 45 | 1 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 3 | 96 | 3 | 25 |
| | HEATHROW | LUFTHANSA | S | A | 69 | 0 | 0 | 93 | 4 | 1 | 1 | 0 | 0 | -2 | 82 | 3 | 56 |
| | HEATHROW | LUFTHANSA | S | D | 89 | 0 | 0 | 97 | 1 | 2 | 0 | 0 | 0 | -1 | 92 | -2 | 86 |
| **TOTAL STUTTGART** | | | | | **309** | **1** | **0** | **93** | **5** | **2** | **1** | **0** | **0** | **1** | **87** | **3** | **3** |
| SUMBURGH | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI REGIONAL | S | A | 37 | 0 | 2 | 92 | 5 | 3 | 0 | 0 | 0 | -10 | 0 | 0 | 0 |
| | EDINBURGH | BMI REGIONAL | S | D | 50 | 0 | 2 | 78 | 16 | 4 | 2 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | BMI REGIONAL | S | A | 25 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -1 | 75 | 7 | 44 |
| | MANCHESTER | BMI REGIONAL | S | D | 20 | 0 | 1 | 90 | 5 | 5 | 0 | 0 | 0 | 0 | 100 | -8 | 5 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 24 | 0 | 1 | 96 | 0 | 0 | 4 | 0 | 0 | 1 | 96 | 2 | 24 |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 20 | 0 | 0 | 90 | 5 | 0 | 5 | 0 | 0 | 6 | 89 | 0 | 18 |
| | EDINBURGH | LOGANAIR | S | A | 26 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | -17 | 0 | 0 | 0 |
| | EDINBURGH | LOGANAIR | S | D | 26 | 0 | 0 | 62 | 27 | 0 | 12 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GLASGOW | LOGANAIR | S | A | 26 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 3 | 84 | 9 | 25 |
| | GLASGOW | LOGANAIR | S | D | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 84 | 8 | 25 |
| **TOTAL SUMBURGH** | | | | | **280** | **0** | **6** | **87** | **8** | **2** | **3** | **0** | **0** | **2** | **84** | **5** | **5** |
| SYDNEY | | | | | | | | | | | | | | | | | |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 75 | 7 | 4 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 39 | 50 | 60 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -27 | 75 | 11 | 4 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 25 | 56 | 4 |
| | HEATHROW | QANTAS | S | A | 30 | 0 | 0 | 53 | 23 | 10 | 10 | 3 | 0 | 26 | 43 | 18 | 30 |
| | HEATHROW | QANTAS | S | D | 30 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 3 | 97 | -1 | 30 |
| **TOTAL SYDNEY** | | | | | **76** | **0** | **0** | **74** | **13** | **4** | **8** | **1** | **0** | **13** | **63** | **17** | **17** |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TAIPEI | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 8 | 23 | 54 | 15 | 0 | 0 | 45 | 25 | 41 | 12 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 13 | 92 | 3 | 13 |
| | HEATHROW | EVA AIR | S | A | 13 | 0 | 0 | 0 | 0 | 54 | 46 | 0 | 0 | 62 | 0 | 64 | 13 |
| | HEATHROW | EVA AIR | S | D | 13 | 0 | 0 | 69 | 8 | 23 | 0 | 0 | 0 | 17 | 23 | 31 | 13 |
| **TOTAL TAIPEI** | | | | | **52** | **0** | **0** | **38** | **12** | **35** | **15** | **0** | **0** | **34** | **35** | **35** | **35** |
| TALLIN | | | | | | | | | | | | | | | | | |
| | GATWICK | ESTONIAN AIR | S | A | 17 | 0 | 0 | 76 | 18 | 0 | 6 | 0 | 0 | 11 | 0 | 0 | 0 |
| | GATWICK | ESTONIAN AIR | S | D | 17 | 0 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL TALLIN** | | | | | **34** | **0** | **0** | **79** | **15** | **3** | **3** | **0** | **0** | **7** | **0** | **0** | **0** |
| TAMPA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 1 | 0 | 25 | 25 | 13 | 38 | 0 | 0 | 42 | 20 | 30 | 5 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 21 | 60 | 15 | 5 |
| **TOTAL TAMPA** | | | | | **16** | **1** | **0** | **44** | **19** | **13** | **25** | **0** | **0** | **31** | **40** | **23** | **23** |
| TANGIERS (IBN BATUTA) | | | | | | | | | | | | | | | | | |
| TARBES-LOURDES INTERNA | | | | | | | | | | | | | | | | | |
| | LUTON | AERIS | C | D | 3 | 1 | 1 | 33 | 33 | 33 | 0 | 0 | 0 | 29 | 100 | 8 | 1 |
| | MANCHESTER | AIR 2000 | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -11 | 80 | 5 | 5 |
| | GATWICK | AIR OPERATIONS EUROPE | C | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 2 | 1 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 48 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 59 | 0 | 0 | 0 |
| | GATWICK | BRITISH WORLD AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 5 | 60 | 21 | 5 |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | D | 9 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 28 | 0 | 46 | 4 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 2 | 0 | 2 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| **TOTAL TARBES-LOURDES INTERNATIONAL** | | | | | **45** | **7** | **7** | **47** | **22** | **22** | **7** | **0** | **2** | **33** | **53** | **35** | **35** |
| TASHKENT | | | | | | | | | | | | | | | | | |
| | HEATHROW | UZBEKISTAN AIRLINES | S | A | 17 | 0 | 4 | 65 | 18 | 0 | 18 | 0 | 0 | 22 | 87 | -27 | 15 |
| | HEATHROW | UZBEKISTAN AIRLINES | S | D | 17 | 0 | 4 | 82 | 0 | 6 | 12 | 0 | 0 | 13 | 83 | 7 | 18 |
| | MANCHESTER | UZBEKISTAN AIRLINES | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 50 | 9 | 4 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TASHKENT | | | | | | | | | | | | | | | | | |
| | MANCHESTER | UZBEKISTAN AIRLINES | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 10 | 4 |
| **TOTAL TASHKENT** | | | | | **42** | **0** | **8** | **76** | **10** | **2** | **12** | **0** | **0** | **15** | **80** | **-5** | **-5** |
| TEESSIDE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 130 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 2 | 95 | -1 | 128 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 130 | 0 | 0 | 95 | 4 | 2 | 0 | 0 | 0 | -1 | 95 | -3 | 127 |
| **TOTAL TEESSIDE** | | | | | **260** | **0** | **0** | **92** | **6** | **2** | **0** | **0** | **0** | **1** | **95** | **-2** | **-2** |
| TEHRAN | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 26 | 63 | 127 | 8 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | HEATHROW | IRAN AIR | S | A | 13 | 0 | 0 | 31 | 0 | 62 | 8 | 0 | 0 | 30 | 15 | 31 | 13 |
| | HEATHROW | IRAN AIR | S | D | 13 | 0 | 0 | 69 | 8 | 8 | 8 | 8 | 0 | 37 | 92 | 7 | 13 |
| **TOTAL TEHRAN** | | | | | **43** | **0** | **0** | **51** | **9** | **30** | **7** | **2** | **0** | **28** | **56** | **45** | **45** |
| TEL AVIV | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 13 | 0 | 1 | 23 | 23 | 31 | 23 | 0 | 0 | 36 | 19 | 41 | 16 |
| | GATWICK | AIR 2000 | C | D | 13 | 0 | 1 | 69 | 23 | 8 | 0 | 0 | 0 | 14 | 50 | 30 | 18 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 47 | 30 | 23 | 0 | 0 | 0 | 19 | 87 | 1 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 53 | 20 | 23 | 3 | 0 | 0 | 20 | 90 | 6 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 34 | 0 | 0 | 62 | 15 | 15 | 9 | 0 | 0 | 18 | 77 | 11 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 34 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 5 | 87 | 4 | 30 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 10 | 1 | 0 | 10 | 10 | 30 | 50 | 0 | 0 | 79 | 0 | 0 | 0 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 10 | 0 | 0 | 60 | 20 | 0 | 10 | 10 | 0 | 40 | 0 | 0 | 0 |
| | GATWICK | EL AL | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 23 | 33 | 12 | 3 |
| | GATWICK | EL AL | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 100 | 7 | 4 |
| | HEATHROW | EL AL | S | A | 36 | 2 | 20 | 75 | 8 | 8 | 8 | 0 | 0 | 10 | 64 | 25 | 55 |
| | HEATHROW | EL AL | S | D | 36 | 2 | 13 | 78 | 11 | 8 | 3 | 0 | 0 | 4 | 72 | 12 | 57 |
| | MANCHESTER | EL AL | S | A | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 14 | 75 | 8 | 8 |
| | MANCHESTER | EL AL | S | D | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 71 | 10 | 7 |
| | STANSTED | EL AL | S | A | 5 | 2 | 8 | 80 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | STANSTED | EL AL | S | D | 10 | 0 | 6 | 20 | 40 | 30 | 0 | 10 | 0 | 39 | 0 | 0 | 0 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TEL AVIV | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 18 | 1 | 0 | 6 | 0 | 50 | 33 | 6 | 6 | 93 | 0 | 49 | 18 |
| | GATWICK | MONARCH AIRLINES | C | D | 17 | 0 | 0 | 47 | 24 | 12 | 12 | 0 | 6 | 53 | 44 | 24 | 18 |
| | LUTON | MONARCH AIRLINES | C | D | 2 | 0 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 92 | 100 | -9 | 1 |
| **TOTAL TEL AVIV** | | | | | **326** | **10** | **51** | **55** | **19** | **17** | **8** | **1** | **1** | **24** | **64** | **18** | **18** |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR 2000 | C | A | 12 | 1 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -13 | 100 | -6 | 4 |
| | BIRMINGHAM | AIR 2000 | C | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 5 |
| | GATWICK | AIR 2000 | C | A | 22 | 0 | 0 | 68 | 9 | 5 | 14 | 5 | 0 | 23 | 58 | 16 | 19 |
| | GATWICK | AIR 2000 | C | D | 22 | 0 | 0 | 73 | 14 | 9 | 5 | 0 | 0 | 13 | 69 | 17 | 16 |
| | GLASGOW | AIR 2000 | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 2 | 100 | -8 | 8 |
| | GLASGOW | AIR 2000 | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 63 | 11 | 8 |
| | LUTON | AIR 2000 | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| | LUTON | AIR 2000 | C | D | 3 | 1 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 19 | 0 | 2 | 47 | 16 | 32 | 5 | 0 | 0 | 20 | 81 | 11 | 26 |
| | MANCHESTER | AIR 2000 | C | D | 19 | 0 | 1 | 63 | 11 | 21 | 5 | 0 | 0 | 18 | 83 | 16 | 23 |
| | NEWCASTLE | AIR 2000 | C | A | 5 | 4 | 4 | 80 | 0 | 20 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | NEWCASTLE | AIR 2000 | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | -6 | 0 | 0 | 0 |
| | GATWICK | AIR EUROPA | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 75 | -2 | 4 |
| | GATWICK | AIR EUROPA | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 15 | 0 | 147 | 3 |
| | MANCHESTER | AIR EUROPA | C | A | 13 | 0 | 0 | 62 | 8 | 23 | 8 | 0 | 0 | 6 | 25 | 40 | 4 |
| | MANCHESTER | AIR EUROPA | C | D | 10 | 0 | 3 | 60 | 10 | 30 | 0 | 0 | 0 | 14 | 25 | 47 | 4 |
| | GATWICK | AIR OPERATIONS EUROPE | C | A | 5 | 1 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 45 | 25 | 48 | 8 |
| | GATWICK | AIR OPERATIONS EUROPE | C | D | 4 | 1 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 91 | 44 | 28 | 9 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | -5 | 0 | 182 | 2 |
| | MANCHESTER | AIR OPERATIONS EUROPE | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 52 | 2 |
| | GATWICK | BRITANNIA AB | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 56 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AB | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 67 | 13 | 9 |
| | BIRMINGHAM | BRITANNIA AIRWAYS | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 14 | 8 |
| | EDINBURGH | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 0 | 0 | 0 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 17 | 0 | 0 | 12 | 24 | 47 | 12 | 6 | 0 | 50 | 56 | 25 | 16 |
| | GATWICK | BRITANNIA AIRWAYS | C | D | 16 | 0 | 0 | 63 | 13 | 19 | 6 | 0 | 0 | 23 | 63 | 18 | 16 |
| | GLASGOW | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 17 | 28 | 6 |
| | GLASGOW | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 50 | 23 | 8 |
| | LUTON | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 38 | 67 | 11 | 9 |
| | LUTON | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 100 | 3 | 8 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | A | 23 | 1 | 0 | 57 | 17 | 13 | 13 | 0 | 0 | 18 | 44 | 21 | 27 |
| | MANCHESTER | BRITANNIA AIRWAYS | C | D | 22 | 0 | 0 | 86 | 9 | 5 | 0 | 0 | 0 | 4 | 63 | 19 | 27 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | A | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | NEWCASTLE | BRITANNIA AIRWAYS | C | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | STANSTED | BRITANNIA AIRWAYS | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 0 | 4 |
| | STANSTED | BRITANNIA AIRWAYS | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 4 |
| | GATWICK | CALEDONIAN AIRWAYS | C | A | 14 | 0 | 0 | 50 | 7 | 0 | 43 | 0 | 0 | 45 | 33 | 24 | 6 |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 14 | 0 | 0 | 43 | 21 | 29 | 7 | 0 | 0 | 26 | 50 | 29 | 6 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | A | 8 | 0 | 0 | 13 | 38 | 25 | 13 | 0 | 13 | 88 | 0 | 0 | 0 |
| | GLASGOW | CALEDONIAN AIRWAYS | C | D | 7 | 0 | 0 | 43 | 0 | 43 | 0 | 0 | 14 | 85 | 0 | 0 | 0 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | A | 19 | 0 | 0 | 47 | 37 | 11 | 5 | 0 | 0 | 16 | 36 | 30 | 11 |
| | MANCHESTER | CALEDONIAN AIRWAYS | C | D | 18 | 1 | 0 | 50 | 39 | 6 | 6 | 0 | 0 | 19 | 73 | 23 | 11 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | A | 9 | 0 | 0 | 0 | 11 | 33 | 44 | 11 | 0 | 90 | 0 | 0 | 0 |
| | MANCHESTER | EXCEL AIRWAYS LTD | C | D | 6 | 1 | 0 | 33 | 50 | 17 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | FUTURA AIRLINES | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 35 | 0 | 25 | 3 |
| | GATWICK | FUTURA AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 0 | 21 | 3 |
| | GLASGOW | FUTURA AIRLINES | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 46 | 50 | 21 | 4 |
| | GLASGOW | FUTURA AIRLINES | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 69 | 25 | 30 | 4 |
| | LUTON | FUTURA AIRLINES | C | A | 3 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 73 | 50 | 10 | 4 |
| | LUTON | FUTURA AIRLINES | C | D | 3 | 0 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 85 | 67 | 14 | 3 |
| | MANCHESTER | FUTURA AIRLINES | C | A | 12 | 0 | 0 | 50 | 8 | 8 | 25 | 8 | 0 | 44 | 38 | 22 | 8 |
| | MANCHESTER | FUTURA AIRLINES | C | D | 12 | 0 | 0 | 58 | 8 | 8 | 17 | 8 | 0 | 41 | 14 | 24 | 7 |
| | NEWCASTLE | FUTURA AIRLINES | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | FUTURA AIRLINES | C | D | 4 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 41 | 0 | 0 | 0 |
| | STANSTED | FUTURA AIRLINES | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 117 | 0 | 0 | 0 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 40 | 75 | 6 | 4 |
| | BIRMINGHAM | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 25 | 100 | 11 | 4 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 17 | 0 | 0 | 65 | 6 | 18 | 12 | 0 | 0 | 18 | 74 | 9 | 19 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 16 | 0 | 0 | 31 | 31 | 38 | 0 | 0 | 0 | 27 | 76 | 9 | 17 |
| | STANSTED | LEISURE INTERNATIONAL | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 34 | 50 | 18 | 4 |
| | STANSTED | LEISURE INTERNATIONAL | C | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 29 | 100 | 3 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 13 | 0 | 0 | 31 | 23 | 31 | 15 | 0 | 0 | 32 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 21 | 0 | 0 | 14 | 33 | 10 | 38 | 5 | 0 | 68 | 8 | 43 | 24 |
| | GATWICK | MONARCH AIRLINES | C | D | 20 | 0 | 0 | 50 | 30 | 5 | 10 | 5 | 0 | 33 | 65 | 15 | 23 |
| | LUTON | MONARCH AIRLINES | C | A | 6 | 0 | 2 | 17 | 17 | 33 | 17 | 17 | 0 | 85 | 75 | 7 | 4 |
| | LUTON | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 56 | 0 | 22 | 11 | 11 | 0 | 64 | 100 | -1 | 7 |
| | LUTON | MONARCH AIRLINES | C | D | 6 | 0 | 0 | 50 | 0 | 17 | 17 | 17 | 0 | 69 | 100 | 2 | 4 |
| | LUTON | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 67 | 11 | 0 | 11 | 11 | 0 | 57 | 86 | 1 | 7 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 13 | 0 | 0 | 15 | 0 | 54 | 23 | 0 | 8 | 86 | 38 | 28 | 16 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 11 | 0 | 1 | 55 | 36 | 9 | 0 | 0 | 0 | 13 | 80 | 12 | 15 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | A | 9 | 0 | 0 | 22 | 44 | 11 | 22 | 0 | 0 | 34 | 22 | 66 | 9 |
| | BIRMINGHAM | MY TRAVEL AIRWAYS UK | C | D | 9 | 1 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 15 | 63 | 50 | 8 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | A | 15 | 2 | 1 | 7 | 13 | 20 | 53 | 7 | 0 | 84 | 20 | 29 | 5 |
| | GATWICK | MY TRAVEL AIRWAYS UK | C | D | 15 | 0 | 2 | 47 | 20 | 7 | 27 | 0 | 0 | 42 | 100 | -1 | 4 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | A | 7 | 2 | 2 | 29 | 57 | 14 | 0 | 0 | 0 | 6 | 0 | 93 | 9 |
| | GLASGOW | MY TRAVEL AIRWAYS UK | C | D | 8 | 1 | 1 | 88 | 13 | 0 | 0 | 0 | 0 | -8 | 22 | 96 | 9 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | A | 26 | 0 | 0 | 35 | 35 | 23 | 4 | 4 | 0 | 31 | 22 | 80 | 18 |
| | MANCHESTER | MY TRAVEL AIRWAYS UK | C | D | 26 | 0 | 0 | 58 | 8 | 19 | 12 | 4 | 0 | 30 | 41 | 153 | 17 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 29 | 0 | 0 | 0 |
| | NEWCASTLE | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | A | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | STANSTED | MY TRAVEL AIRWAYS UK | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | |
| | GLASGOW | OASIS INTERNATIONAL | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 19 | 25 | 37 | 4 |
| | GLASGOW | OASIS INTERNATIONAL | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 46 | 25 | 39 | 4 |
| | MANCHESTER | OASIS INTERNATIONAL | C | A | 4 | 0 | 0 | 0 | 0 | 25 | 50 | 0 | 25 | 208 | 25 | 55 | 20 |
| | MANCHESTER | OASIS INTERNATIONAL | C | D | 4 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 230 | 39 | 59 | 18 |
| | GATWICK | VIVA | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | VIVA | C | D | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | LUTON | VIVA | C | A | 3 | 1 | 1 | 33 | 33 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | LUTON | VIVA | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| **TOTAL TENERIFE (SURREINA SOFIA)** | | | | | **829** | **19** | **21** | **50** | **18** | **16** | **13** | **2** | **1** | **31** | **55** | **30** | **30** |
| TETERBORO | | | | | | | | | | | | | | | | | |
| THIRA (SANTORINI) | | | | | | | | | | | | | | | | | |
| TIREE | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 16 | 1 | 1 | 31 | 13 | 50 | 6 | 0 | 0 | 36 | 100 | 0 | 13 |
| | GLASGOW | LOGANAIR | S | D | 15 | 3 | 2 | 40 | 0 | 60 | 0 | 0 | 0 | 19 | 100 | -4 | 18 |
| **TOTAL TIREE** | | | | | **31** | **4** | **3** | **35** | **6** | **55** | **3** | **0** | **0** | **28** | **100** | **-2** | **-2** |
| TOBAGO | | | | | | | | | | | | | | | | | |
| | GATWICK | CALEDONIAN AIRWAYS | C | D | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 58 | 0 | 0 | 0 |
| **TOTAL TOBAGO** | | | | | **4** | **0** | **3** | **0** | **0** | **75** | **25** | **0** | **0** | **58** | **50** | **26** | **26** |
| TOKYO (NARITA) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROFLOT | S | A | 12 | 0 | 0 | 42 | 25 | 25 | 8 | 0 | 0 | 21 | 11 | 58 | 9 |
| | HEATHROW | AEROFLOT | S | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 4 | 89 | 13 | 9 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | A | 30 | 0 | 0 | 73 | 20 | 3 | 3 | 0 | 0 | 10 | 39 | 20 | 31 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 30 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | -3 | 90 | 1 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 56 | 0 | 0 | 88 | 5 | 7 | 0 | 0 | 0 | 0 | 71 | 21 | 55 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 56 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 3 | 89 | 9 | 55 |
| | HEATHROW | JAPAN AIRLINES | S | A | 38 | 0 | 0 | 66 | 21 | 5 | 8 | 0 | 0 | 12 | 64 | 16 | 42 |
| | HEATHROW | JAPAN AIRLINES | S | D | 38 | 0 | 0 | 87 | 8 | 5 | 0 | 0 | 0 | 4 | 88 | 6 | 34 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 26 | 0 | 0 | 65 | 23 | 8 | 4 | 0 | 0 | 9 | 44 | 20 | 25 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 26 | 0 | 0 | 54 | 31 | 12 | 4 | 0 | 0 | 19 | 48 | 23 | 25 |

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

Origin / Destinations: T

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOKYO (NARITA) | | | | | | | | | | | | | | | | | |
| **TOTAL TOKYO (NARITA)** | | | | | **325** | **0** | **0** | **78** | **14** | **6** | **2** | **0** | **0** | **6** | **69** | **15** | **15** |
| TORONTO | | | | | | | | | | | | | | | | | |
| | GLASGOW | AIR CANADA | S | A | 22 | 0 | 0 | 14 | 36 | 27 | 18 | 5 | 0 | 45 | 48 | 21 | 21 |
| | GLASGOW | AIR CANADA | S | D | 22 | 0 | 0 | 32 | 18 | 36 | 14 | 0 | 0 | 39 | 86 | 8 | 21 |
| | HEATHROW | AIR CANADA | S | A | 67 | 0 | 0 | 15 | 36 | 30 | 18 | 1 | 0 | 45 | 36 | 32 | 59 |
| | HEATHROW | AIR CANADA | S | D | 67 | 0 | 7 | 49 | 24 | 13 | 13 | 0 | 0 | 22 | 52 | 26 | 58 |
| | MANCHESTER | AIR CANADA | S | A | 22 | 0 | 0 | 32 | 5 | 45 | 14 | 5 | 0 | 45 | 85 | -4 | 20 |
| | MANCHESTER | AIR CANADA | S | D | 22 | 0 | 0 | 23 | 23 | 36 | 9 | 9 | 0 | 50 | 86 | 12 | 21 |
| | GATWICK | AIR CLUB INTERNATIONAL | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 15 | 0 | 30 | 3 |
| | GATWICK | AIR CLUB INTERNATIONAL | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 0 | 46 | 3 |
| | GLASGOW | AIR CLUB INTERNATIONAL | C | A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GLASGOW | AIR CLUB INTERNATIONAL | C | D | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 52 | 0 | 0 | 0 |
| | MANCHESTER | AIR CLUB INTERNATIONAL | C | A | 3 | 0 | 0 | 0 | 33 | 0 | 33 | 0 | 33 | 358 | 0 | 32 | 3 |
| | MANCHESTER | AIR CLUB INTERNATIONAL | C | D | 3 | 0 | 0 | 33 | 0 | 0 | 33 | 0 | 33 | 353 | 0 | 43 | 3 |
| | HEATHROW | AIR INDIA | S | A | 6 | 0 | 7 | 17 | 17 | 17 | 50 | 0 | 0 | 61 | 69 | 17 | 13 |
| | HEATHROW | AIR INDIA | S | D | 6 | 0 | 7 | 0 | 0 | 33 | 50 | 0 | 17 | 146 | 0 | 108 | 13 |
| | GATWICK | AIR TRANSAT | C | A | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 2 | 25 | 85 | 4 |
| | GATWICK | AIR TRANSAT | C | D | 6 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 26 | 50 | 57 | 4 |
| | GLASGOW | AIR TRANSAT | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 45 | 50 | 77 | 4 |
| | GLASGOW | AIR TRANSAT | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 47 | 50 | 105 | 4 |
| | MANCHESTER | AIR TRANSAT | C | A | 6 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 53 | 75 | 23 | 4 |
| | MANCHESTER | AIR TRANSAT | C | D | 6 | 0 | 0 | 0 | 50 | 0 | 33 | 17 | 0 | 101 | 75 | 24 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 38 | 0 | 0 | 79 | 11 | 3 | 5 | 3 | 0 | 12 | 68 | 11 | 38 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 38 | 0 | 0 | 76 | 13 | 8 | 3 | 0 | 0 | 14 | 87 | 9 | 38 |
| | GATWICK | CANADA 3000 AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| | GATWICK | CANADA 3000 AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GLASGOW | CANADA 3000 AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 27 | 0 | 0 | 0 |
| | GLASGOW | CANADA 3000 AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | MANCHESTER | CANADA 3000 AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | 0 |
| | MANCHESTER | CANADA 3000 AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TORONTO | | | | | | | | | | | | | | | | | |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | A | 30 | 0 | 0 | 20 | 20 | 27 | 27 | 7 | 0 | 62 | 60 | 15 | 30 |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | D | 30 | 0 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 6 | 90 | 5 | 30 |
| **TOTAL TORONTO** | | | | | **440** | **0** | **21** | **43** | **21** | **18** | **15** | **2** | **1** | **38** | **60** | **23** | **23** |
| TOULOUSE (BLAGNAC) | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 38 | 2 |
| | HEATHROW | AIR INTER EUROPE | S | A | 59 | 0 | 1 | 61 | 29 | 8 | 2 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | AIR INTER EUROPE | S | D | 58 | 0 | 2 | 90 | 5 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | AIR LIB | S | A | 47 | 0 | 1 | 38 | 34 | 28 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | GATWICK | AIR LIB | S | D | 49 | 0 | 1 | 67 | 16 | 14 | 2 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 59 | 0 | 1 | 69 | 20 | 7 | 3 | 0 | 0 | 16 | 82 | 9 | 60 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 59 | 0 | 1 | 90 | 5 | 5 | 0 | 0 | 0 | 7 | 90 | 6 | 60 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 60 | 25 | 25 | 4 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 2 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 50 | 11 | 4 |
| **TOTAL TOULOUSE (BLAGNAC)** | | | | | **353** | **3** | **10** | **69** | **18** | **11** | **3** | **0** | **0** | **13** | **77** | **14** | **14** |
| TREVISO | | | | | | | | | | | | | | | | | |
| | 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 | 11 | 0 | 0 | 0 |
| **TOTAL TREVISO** | | | | | **8** | **1** | **4** | **63** | **0** | **38** | **0** | **0** | **0** | **16** | **0** | **0** | **0** |
| TRIVANDRUM | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 75 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| **TOTAL TRIVANDRUM** | | | | | **6** | **2** | **0** | **67** | **0** | **17** | **17** | **0** | **0** | **42** | **0** | **0** | **0** |
| TRONDHEIM (VAERNES) | | | | | | | | | | | | | | | | | |
| | STANSTED | BRITISH WORLD AIRLINES LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -5 | 75 | 2 | 4 |
| **TOTAL TRONDHEIM (VAERNES)** | | | | | **3** | **0** | **1** | **100** | **0** | **0** | **0** | **0** | **0** | **-3** | **89** | **1** | **1** |
| TUNIS | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | A | 13 | 0 | 0 | 38 | 23 | 23 | 15 | 0 | 0 | 31 | 0 | 0 | 0 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUNIS | | | | | | | | | | | | | | | | | |
| | GATWICK | GB AIRWAYS LTD | S | D | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 26 | 0 | 0 | 0 |
| | HEATHROW | TUNISAIR | S | A | 13 | 0 | 0 | 54 | 15 | 23 | 8 | 0 | 0 | 23 | 38 | 28 | 13 |
| | HEATHROW | TUNISAIR | S | D | 13 | 0 | 0 | 38 | 15 | 31 | 15 | 0 | 0 | 34 | 23 | 32 | 13 |
| **TOTAL TUNIS** | | | | | **52** | **0** | **0** | **48** | **17** | **23** | **12** | **0** | **0** | **28** | **36** | **30** | **30** |
| TURIN | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | AIR 2000 | C | D | 2 | 0 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| | MANCHESTER | AIR 2000 | C | A | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 5 | 100 | -23 | 1 |
| | HEATHROW | ALITALIA | S | A | 30 | 0 | 0 | 47 | 27 | 23 | 3 | 0 | 0 | 22 | 83 | 3 | 29 |
| | HEATHROW | ALITALIA | S | D | 30 | 0 | 0 | 47 | 30 | 20 | 3 | 0 | 0 | 22 | 93 | 0 | 29 |
| | GATWICK | BRITANNIA AIRWAYS | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 50 | 31 | 4 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 56 | 0 | 0 | 84 | 14 | 2 | 0 | 0 | 0 | 3 | 52 | 13 | 25 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 56 | 0 | 0 | 59 | 16 | 21 | 4 | 0 | 0 | 17 | 100 | -1 | 25 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 40 | 23 | 5 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 3 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 75 | 6 | 4 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 67 | 8 | 3 |
| **TOTAL TURIN** | | | | | **199** | **2** | **8** | **62** | **20** | **16** | **3** | **0** | **0** | **14** | **75** | **13** | **13** |
| TURKU | | | | | | | | | | | | | | | | | |
| | GATWICK | FINNAIR | S | A | 22 | 0 | 0 | 59 | 27 | 9 | 5 | 0 | 0 | 16 | 0 | 0 | 0 |
| | GATWICK | FINNAIR | S | D | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| **TOTAL TURKU** | | | | | **48** | **0** | **0** | **81** | **13** | **4** | **2** | **0** | **0** | **6** | **0** | **0** | **0** |

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

Origin / Destinations: U

| | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| URALSK | | | | | | | | | | | | | | | | | |
| | STANSTED | EUROFLY SPA | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 89 | 0 | 0 | 0 |
| **TOTAL URALSK** | | | | | **3** | **0** | **0** | **0** | **0** | **33** | **67** | **0** | **0** | **109** | **0** | **0** | **0** |

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VALENCIA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR 2000 | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 34 | 3 |
| | GATWICK | AIR 2000 | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 32 | 67 | 11 | 3 |
| | GATWICK | GB AIRWAYS LTD | S | A | 20 | 0 | 0 | 70 | 15 | 5 | 10 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | GB AIRWAYS LTD | S | D | 20 | 0 | 0 | 75 | 10 | 5 | 10 | 0 | 0 | 21 | 0 | 0 | 0 |
| | HEATHROW | IBERIA | S | A | 27 | 0 | 0 | 89 | 7 | 0 | 4 | 0 | 0 | 4 | 100 | -1 | 30 |
| | HEATHROW | IBERIA | S | D | 30 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | 2 | 93 | -1 | 30 |
| **TOTAL VALENCIA** | | | | | **101** | **0** | **0** | **82** | **8** | **5** | **5** | **0** | **0** | **11** | **90** | **2** | **2** |
| VANCOUVER | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 30 | 0 | 0 | 63 | 20 | 7 | 10 | 0 | 0 | 14 | 43 | 27 | 28 |
| | HEATHROW | AIR CANADA | S | D | 30 | 0 | 1 | 70 | 10 | 17 | 3 | 0 | 0 | 12 | 57 | 31 | 30 |
| | GATWICK | AIR CLUB INTERNATIONAL | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -25 | 0 | 0 | 0 |
| | GATWICK | AIR CLUB INTERNATIONAL | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 3 | 0 | 318 | 1 |
| | GLASGOW | AIR CLUB INTERNATIONAL | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GLASGOW | AIR CLUB INTERNATIONAL | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MANCHESTER | AIR CLUB INTERNATIONAL | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MANCHESTER | AIR CLUB INTERNATIONAL | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 1 | 0 | 77 | 7 | 10 | 7 | 0 | 0 | 7 | 93 | 20 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 60 | 20 | 3 | 17 | 0 | 0 | 22 | 90 | 2 | 30 |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | A | 33 | 0 | 1 | 55 | 24 | 12 | 9 | 0 | 0 | 23 | 43 | 15 | 30 |
| | HEATHROW | CANADIAN AIRLINES INT/L | S | D | 33 | 1 | 1 | 79 | 6 | 9 | 6 | 0 | 0 | 7 | 77 | 4 | 30 |
| **TOTAL VANCOUVER** | | | | | **202** | **2** | **3** | **68** | **15** | **9** | **8** | **0** | **0** | **13** | **67** | **18** | **18** |
| VARADERO | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTL AIRWAYS LTD | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 141 | 0 | 0 | 0 |
| **TOTAL VARADERO** | | | | | **2** | **0** | **0** | **0** | **0** | **0** | **100** | **0** | **0** | **141** | **0** | **0** | **0** |
| VAXJO | | | | | | | | | | | | | | | | | |
| VENICE | | | | | | | | | | | | | | | | | |
| | GATWICK | ALITALIA | S | A | 60 | 0 | 0 | 75 | 22 | 2 | 0 | 2 | 0 | 11 | 75 | 10 | 57 |
| | GATWICK | ALITALIA | S | D | 60 | 0 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 8 | 93 | 6 | 57 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 34 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -14 | 80 | 4 | 30 |

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | APR 1995: Average Delay (mins) | APR 1995: No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VENICE | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 34 | 0 | 0 | 74 | 24 | 3 | 0 | 0 | 0 | 8 | 73 | 12 | 30 |
| | MANCHESTER | BRITISH WORLD AIRLINES LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 28 | 80 | 9 | 5 |
| | MANCHESTER | BRITISH WORLD AIRLINES LTD | C | D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 11 | 67 | 9 | 9 |
| | GATWICK | EXCALIBUR AIRWAYS | C | A | 7 | 0 | 0 | 14 | 29 | 29 | 29 | 0 | 0 | 39 | 80 | 22 | 5 |
| | GATWICK | EXCALIBUR AIRWAYS | C | D | 7 | 0 | 0 | 43 | 29 | 0 | 29 | 0 | 0 | 31 | 67 | 17 | 6 |
| | GATWICK | EXCEL AIRWAYS LTD | C | A | 8 | 0 | 0 | 0 | 25 | 0 | 63 | 13 | 0 | 91 | 0 | 0 | 0 |
| | GATWICK | EXCEL AIRWAYS LTD | C | D | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 23 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 33 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 7 | 0 | 0 | 14 | 29 | 29 | 14 | 14 | 0 | 84 | 33 | 27 | 18 |
| | GATWICK | MONARCH AIRLINES | C | D | 6 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 82 | 7 | 17 |
| **TOTAL VENICE** | | | | | **251** | **0** | **0** | **72** | **16** | **6** | **6** | **1** | **0** | **13** | **76** | **12** | **12** |
| VERONA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 59 | 0 | 0 | 73 | 17 | 5 | 3 | 2 | 0 | 12 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 59 | 0 | 0 | 90 | 3 | 3 | 2 | 2 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 217 | 100 | -2 | 4 |
| **TOTAL VERONA** | | | | | **129** | **1** | **2** | **80** | **11** | **4** | **2** | **2** | **2** | **16** | **89** | **5** | **5** |
| VIENNA | | | | | | | | | | | | | | | | | |
| | GATWICK | AIRWORLD AVIATION LTD | C | D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| | GATWICK | ALL LEISURE AIRLINES LTD | C | A | 7 | 0 | 0 | 14 | 14 | 43 | 29 | 0 | 0 | 56 | 0 | 0 | 0 |
| | GATWICK | ALL LEISURE AIRLINES LTD | C | D | 7 | 0 | 0 | 57 | 0 | 14 | 29 | 0 | 0 | 37 | 0 | 0 | 0 |
| | HEATHROW | AUSTRIAN AIRLINES | S | A | 97 | 0 | 0 | 73 | 15 | 6 | 5 | 0 | 0 | 10 | 83 | 10 | 99 |
| | HEATHROW | AUSTRIAN AIRLINES | S | D | 97 | 0 | 0 | 79 | 8 | 7 | 5 | 0 | 0 | 12 | 92 | 4 | 99 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 60 | 0 | 0 | 52 | 22 | 17 | 10 | 0 | 0 | 23 | 87 | 7 | 60 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 60 | 0 | 0 | 80 | 7 | 10 | 3 | 0 | 0 | 10 | 97 | 3 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 90 | 0 | 0 | 82 | 7 | 3 | 8 | 0 | 0 | 7 | 86 | 4 | 90 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 90 | 0 | 0 | 89 | 4 | 3 | 3 | 0 | 0 | 7 | 91 | 3 | 90 |

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

Origin / Destinations: V

| | | | | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| VIENNA | | | | | | | | | | | | | | | | | |
| | GATWICK | LAUDA-AIR | S | A | 16 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 17 | 76 | 6 | 17 |
| | GATWICK | LAUDA-AIR | S | D | 16 | 0 | 0 | 31 | 38 | 25 | 6 | 0 | 0 | 25 | 82 | -1 | 17 |
| | MANCHESTER | LAUDA-AIR | S | A | 26 | 0 | 0 | 92 | 0 | 4 | 4 | 0 | 0 | -3 | 68 | 14 | 25 |
| | MANCHESTER | LAUDA-AIR | S | D | 26 | 0 | 0 | 88 | 8 | 0 | 4 | 0 | 0 | 0 | 92 | 0 | 25 |
| | STANSTED | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| **TOTAL VIENNA** | | | | | **601** | **0** | **0** | **75** | **10** | **8** | **6** | **0** | **0** | **12** | **87** | **6** | **6** |
| VILNIUS | | | | | | | | | | | | | | | | | |
| | HEATHROW | LITHUANIA AIRLINES | S | A | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | -9 | 94 | -6 | 17 |
| | HEATHROW | LITHUANIA AIRLINES | S | D | 22 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | -2 | 100 | -3 | 17 |
| **TOTAL VILNIUS** | | | | | **44** | **0** | **0** | **98** | **0** | **2** | **0** | **0** | **0** | **-5** | **97** | **-5** | **-5** |
| VITORIA | | | | | | | | | | | | | | | | | |
| | GATWICK | LEISURE INTERNATIONAL | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 75 | 100 | 6 | 2 |
| | GATWICK | LEISURE INTERNATIONAL | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 100 | -5 | 2 |
| **TOTAL VITORIA** | | | | | **4** | **0** | **0** | **0** | **25** | **50** | **25** | **0** | **0** | **53** | **100** | **1** | **1** |

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

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WARSAW | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 86 | 10 | 2 | 2 | 0 | 0 | 2 | 90 | 4 | 52 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 58 | 0 | 0 | 88 | 7 | 3 | 2 | 0 | 0 | 4 | 87 | 6 | 52 |
| | HEATHROW | LOT-POLISH AIRLINES | S | A | 55 | 0 | 0 | 69 | 16 | 13 | 2 | 0 | 0 | 10 | 88 | 2 | 41 |
| | HEATHROW | LOT-POLISH AIRLINES | S | D | 55 | 0 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 4 | 100 | -2 | 41 |
| **TOTAL WARSAW** | | | | | **227** | **0** | **0** | **83** | **10** | **5** | **2** | **0** | **0** | **5** | **91** | **2** | **2** |
| WASHINGTON (DULLES) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 75 | 17 | 5 | 3 | 0 | 0 | 7 | 95 | 0 | 60 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 82 | 7 | 7 | 5 | 0 | 0 | 10 | 75 | 11 | 60 |
| | HEATHROW | UNITED AIRLINES | S | A | 60 | 0 | 0 | 42 | 22 | 23 | 12 | 0 | 2 | 41 | 52 | 22 | 58 |
| | HEATHROW | UNITED AIRLINES | S | D | 59 | 0 | 1 | 75 | 19 | 5 | 0 | 0 | 2 | 33 | 69 | 14 | 59 |
| **TOTAL WASHINGTON (DULLES)** | | | | | **239** | **0** | **1** | **68** | **16** | **10** | **5** | **0** | **1** | **23** | **73** | **12** | **12** |
| WATERFORD | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 18 | 90 | -4 | 10 |
| | MANCHESTER | BRITISH REGIONAL AIRLINES LTD | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 13 | 100 | -3 | 10 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | A | 22 | 2 | 4 | 86 | 9 | 0 | 5 | 0 | 0 | -2 | 90 | -3 | 29 |
| | STANSTED | BRITISH REGIONAL AIRLINES LTD | S | D | 25 | 0 | 1 | 92 | 0 | 4 | 4 | 0 | 0 | 7 | 93 | 2 | 30 |
| | LUTON | SCOT AIRWAYS | S | A | 28 | 0 | 0 | 57 | 25 | 11 | 4 | 4 | 0 | 25 | 80 | 7 | 59 |
| | LUTON | SCOT AIRWAYS | S | D | 26 | 2 | 2 | 88 | 4 | 0 | 8 | 0 | 0 | 7 | 95 | -3 | 59 |
| **TOTAL WATERFORD** | | | | | **109** | **4** | **7** | **79** | **10** | **4** | **6** | **1** | **0** | **10** | **89** | **1** | **1** |
| WICK | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | GILL AIRWAYS | S | A | 40 | 2 | 4 | 93 | 5 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| | NEWCASTLE | GILL AIRWAYS | S | D | 39 | 1 | 5 | 90 | 3 | 5 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| **TOTAL WICK** | | | | | **79** | **3** | **9** | **91** | **4** | **3** | **3** | **0** | **0** | **5** | **0** | **0** | **0** |
| WINDHOEK | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR NAMIBIA | S | A | 13 | 0 | 0 | 54 | 8 | 23 | 15 | 0 | 0 | 26 | 46 | 37 | 13 |
| | HEATHROW | AIR NAMIBIA | S | D | 13 | 0 | 0 | 77 | 0 | 23 | 0 | 0 | 0 | 13 | 92 | 3 | 13 |
| **TOTAL WINDHOEK** | | | | | **26** | **0** | **0** | **65** | **4** | **23** | **8** | **0** | **0** | **20** | **69** | **20** | **20** |

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

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | UNMATCHED: Actual (7) | UNMATCHED: Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ZAGREB | | | | | | | | | | | | | | | | | |
| | HEATHROW | CROATIA AIRLINES | S | A | 30 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 2 | 70 | 4 | 30 |
| | HEATHROW | CROATIA AIRLINES | S | D | 30 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 5 | 93 | 2 | 30 |
| **TOTAL ZAGREB** | | | | | **60** | **0** | **0** | **83** | **10** | **7** | **0** | **0** | **0** | **4** | **82** | **3** | **3** |
| ZAKINTHOS | | | | | | | | | | | | | | | | | |
| **TOTAL ZAKINTHOS** | | | | | **3** | **0** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **9** | **50** | **29** | **29** |
| ZARAGOZA | | | | | | | | | | | | | | | | | |
| | STANSTED | AVIACO | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | -7 | 0 | 0 | 0 |
| | STANSTED | AVIACO | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL ZARAGOZA** | | | | | **26** | **0** | **0** | **92** | **8** | **0** | **0** | **0** | **0** | **-4** | **60** | **25** | **25** |
| ZURICH | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AER LINGUS | S | A | 21 | 0 | 0 | 90 | 0 | 5 | 5 | 0 | 0 | 5 | 95 | 4 | 20 |
| | MANCHESTER | AER LINGUS | S | D | 26 | 0 | 0 | 65 | 19 | 0 | 12 | 4 | 0 | 30 | 92 | 2 | 25 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 116 | 0 | 0 | 59 | 22 | 18 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 116 | 0 | 0 | 72 | 22 | 5 | 1 | 0 | 0 | 9 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | A | 59 | 0 | 1 | 64 | 17 | 19 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS (EURO OPS) LGW | S | D | 59 | 0 | 1 | 71 | 12 | 17 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 116 | 0 | 0 | 68 | 22 | 8 | 3 | 0 | 0 | 13 | 82 | 5 | 115 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 116 | 0 | 0 | 79 | 13 | 5 | 2 | 1 | 0 | 11 | 77 | 9 | 115 |
| | LUTON | EDELWEISS AIR | C | A | 21 | 0 | 0 | 48 | 48 | 5 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | LUTON | EDELWEISS AIR | C | D | 21 | 0 | 0 | 52 | 33 | 14 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | STANSTED | FLIGHTLINE LTD | C | A | 39 | 0 | 1 | 44 | 28 | 21 | 8 | 0 | 0 | 25 | 0 | 0 | 0 |
| | STANSTED | FLIGHTLINE LTD | C | D | 39 | 0 | 1 | 62 | 18 | 18 | 3 | 0 | 0 | 19 | 0 | 0 | 0 |
| | STANSTED | KLM UK LTD | S | A | 60 | 0 | 0 | 65 | 15 | 13 | 7 | 0 | 0 | 18 | 84 | -7 | 50 |
| | STANSTED | KLM UK LTD | S | D | 60 | 0 | 0 | 80 | 12 | 2 | 7 | 0 | 0 | 14 | 92 | 6 | 50 |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 52 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 13 | 44 | 17 | 25 |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 52 | 0 | 0 | 58 | 23 | 12 | 8 | 0 | 0 | 22 | 60 | 17 | 25 |
| | EDINBURGH | SWISS AIRLINES | S | A | 24 | 0 | 6 | 63 | 21 | 17 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | EDINBURGH | SWISS AIRLINES | S | D | 24 | 0 | 6 | 71 | 13 | 17 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |

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

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS: MATCHED | NUMBER OF FLIGHTS: UNMATCHED Actual (7) | NUMBER OF FLIGHTS: UNMATCHED Plan (8) | PERCENTAGE OF FLIGHTS LATE: Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | APR 1995: % Early to 15 | Average Delay (mins) | No matched records |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ZURICH | | | | | | | | | | | | | | | | | |
| | HEATHROW | SWISSAIR | S | A | 150 | 0 | 0 | 68 | 26 | 5 | 1 | 0 | 0 | 11 | 71 | 10 | 150 |
| | HEATHROW | SWISSAIR | S | D | 150 | 0 | 0 | 82 | 15 | 3 | 0 | 0 | 0 | 5 | 78 | 7 | 150 |
| | MANCHESTER | SWISSAIR | S | A | 30 | 0 | 0 | 73 | 17 | 7 | 3 | 0 | 0 | 11 | 80 | 5 | 30 |
| | MANCHESTER | SWISSAIR | S | D | 30 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 10 | 77 | 8 | 30 |
| **TOTAL ZURICH** | | | | | **1381** | **0** | **16** | **70** | **19** | **9** | **2** | **0** | **0** | **13** | **72** | **12** | **12** |

**ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 1996**

**Reporting Airport: BIRMINGHAM (By Airport)**

| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | | 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 mins | Average Delay (mins) | Number of Flights |
| AMSTERDAM | 446 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 1 | 89 | 6 | 432 |
| DUBLIN | 534 | 2 | 14 | 86 | 6 | 7 | 1 | 0 | 0 | 5 | 87 | 5 | 478 |
| NEW YORK (JF KENNEDY) | 60 | 0 | 0 | 80 | 7 | 8 | 3 | 2 | 0 | 7 | 85 | 3 | 59 |
| PALMA DE MALLORCA | 52 | 0 | 0 | 65 | 12 | 13 | 10 | 0 | 0 | 21 | 57 | 38 | 69 |
| PARIS (CHARLES DE GAULLE) | 552 | 0 | 0 | 93 | 5 | 1 | 1 | 0 | 0 | 2 | 87 | 5 | 438 |
| CHARTERED FLIGHTS(ALL ROUTES) | 608 | 8 | 8 | 60 | 17 | 12 | 9 | 1 | 1 | 24 | 59 | 30 | 669 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 5277 | 9 | 92 | 89 | 6 | 3 | 2 | 0 | 0 | 4 | 87 | 5 | 4805 |
| AIRPORT TOTAL | 5885 | 17 | 100 | 86 | 7 | 4 | 2 | 0 | 0 | 6 | 84 | 8 | 5474 |

**ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 1996**

**Reporting Airport: EDINBURGH (By Airport)**

| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | | 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 mins | Average Delay (mins) | Number of Flights |
| AMSTERDAM | 164 | 1 | 0 | 86 | 8 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 |
| DUBLIN | 172 | 0 | 0 | 92 | 3 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | 217 | 0 | 90 | 80 | 5 | 1 | 0 | 14 | 0 | 44 | 0 | 0 | 0 |
| CHARTERED FLIGHTS(ALL ROUTES) | 40 | 11 | 2 | 63 | 25 | 8 | 5 | 0 | 0 | 14 | 0 | 0 | 0 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4671 | 40 | 201 | 84 | 9 | 4 | 2 | 1 | 0 | 10 | 0 | 0 | 0 |
| AIRPORT TOTAL | 4711 | 51 | 203 | 84 | 9 | 4 | 2 | 1 | 0 | 10 | 0 | 0 | 0 |

**ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 1996**

**Reporting Airport: GATWICK (By Airport)**

| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | | 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 mins | Average Delay (mins) | Number of Flights |
| AMSTERDAM | 452 | 0 | 0 | 87 | 10 | 3 | 1 | 0 | 0 | 5 | 74 | 15 | 219 |
| ATHENS | 211 | 1 | 3 | 45 | 14 | 23 | 17 | 1 | 0 | 31 | 48 | 34 | 212 |
| DUBLIN | 489 | 0 | 20 | 79 | 13 | 7 | 1 | 0 | 0 | 8 | 78 | 9 | 374 |
| NEW YORK (JF KENNEDY) | 60 | 0 | 0 | 63 | 23 | 8 | 5 | 0 | 0 | 14 | 86 | 5 | 57 |
| PALMA DE MALLORCA | 214 | 3 | 7 | 43 | 17 | 17 | 15 | 5 | 3 | 53 | 46 | 38 | 185 |
| PARIS (CHARLES DE GAULLE) | 285 | 1 | 3 | 75 | 13 | 10 | 2 | 0 | 0 | 13 | 84 | 8 | 346 |
| CHARTERED FLIGHTS(ALL ROUTES) | 3646 | 82 | 154 | 44 | 18 | 18 | 16 | 3 | 1 | 39 | 48 | 37 | 4090 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 12753 | 16 | 143 | 75 | 14 | 8 | 3 | 0 | 0 | 12 | 79 | 11 | 10811 |
| AIRPORT TOTAL | 16399 | 98 | 297 | 68 | 15 | 10 | 6 | 1 | 0 | 18 | 71 | 18 | 14901 |

**ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 1996**

**Reporting Airport: GLASGOW (By Airport)**

| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | | 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 mins | Average Delay (mins) | Number of Flights |
| AMSTERDAM | 172 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 1 | 55 | 18 | 158 |
| DUBLIN | 190 | 0 | 0 | 96 | 2 | 2 | 1 | 0 | 0 | 0 | 98 | 0 | 240 |
| PALMA DE MALLORCA | 62 | 0 | 1 | 73 | 11 | 10 | 3 | 3 | 0 | 15 | 61 | 17 | 59 |
| PARIS (CHARLES DE GAULLE) | 44 | 0 | 9 | 93 | 7 | 0 | 0 | 0 | 0 | 5 | 88 | 6 | 181 |
| CHARTERED FLIGHTS(ALL ROUTES) | 542 | 9 | 17 | 62 | 15 | 14 | 8 | 1 | 1 | 21 | 53 | 30 | 451 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 5048 | 40 | 116 | 89 | 6 | 3 | 1 | 0 | 0 | 4 | 88 | 4 | 4836 |
| AIRPORT TOTAL | 5590 | 49 | 133 | 86 | 7 | 4 | 2 | 0 | 0 | 5 | 85 | 6 | 5287 |

**ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 1996**

**Reporting Airport: HEATHROW (By Airport)**

| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | | 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 mins | Average Delay (mins) | Number of Flights |
| AMSTERDAM | 1418 | 1 | 4 | 88 | 8 | 3 | 1 | 0 | 0 | 2 | 89 | 3 | 1397 |
| ATHENS | 352 | 2 | 0 | 52 | 19 | 22 | 7 | 0 | 0 | 19 | 63 | 15 | 347 |
| DUBLIN | 1294 | 3 | 10 | 81 | 12 | 6 | 1 | 0 | 0 | 6 | 91 | 2 | 1294 |
| NEW YORK (JF KENNEDY) | 1011 | 2 | 27 | 69 | 14 | 12 | 5 | 1 | 0 | 16 | 73 | 11 | 1074 |
| PALMA DE MALLORCA | 120 | 0 | 0 | 75 | 17 | 7 | 2 | 0 | 0 | 7 | 86 | 2 | 121 |
| PARIS (CHARLES DE GAULLE) | 1440 | 0 | 2 | 84 | 10 | 4 | 2 | 0 | 0 | 5 | 83 | 6 | 1396 |
| CHARTERED FLIGHTS(ALL ROUTES) | 51 | 3 | 15 | 65 | 18 | 10 | 6 | 2 | 0 | 17 | 51 | 36 | 76 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 34581 | 91 | 307 | 77 | 13 | 7 | 3 | 0 | 0 | 9 | 80 | 8 | 33795 |
| AIRPORT TOTAL | 34632 | 94 | 322 | 77 | 13 | 7 | 3 | 0 | 0 | 9 | 80 | 8 | 33871 |

**ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 1996**

**Reporting Airport: LUTON (By Airport)**

| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | | 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 mins | Average Delay (mins) | Number of Flights |
| AMSTERDAM | 179 | 3 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 2 | 82 | 2 | 39 |
| DUBLIN | 193 | 4 | 7 | 92 | 5 | 3 | 0 | 0 | 1 | 7 | 84 | 5 | 132 |
| PALMA DE MALLORCA | 26 | 1 | 2 | 62 | 15 | 8 | 15 | 0 | 0 | 21 | 55 | 16 | 20 |
| PARIS (CHARLES DE GAULLE) | 131 | 1 | 2 | 92 | 4 | 3 | 1 | 0 | 0 | -2 | 96 | -3 | 135 |
| CHARTERED FLIGHTS(ALL ROUTES) | 371 | 20 | 33 | 58 | 18 | 12 | 11 | 1 | 0 | 24 | 59 | 37 | 364 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 1175 | 23 | 14 | 85 | 8 | 4 | 3 | 1 | 0 | 7 | 82 | 6 | 738 |
| AIRPORT TOTAL | 1546 | 43 | 47 | 78 | 10 | 6 | 4 | 1 | 0 | 11 | 74 | 17 | 1102 |

**ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 1996**

**Reporting Airport: MANCHESTER (By Airport)**

| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | | 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 mins | Average Delay (mins) | Number of Flights |
| AMSTERDAM | 513 | 1 | 7 | 81 | 11 | 6 | 1 | 0 | 0 | 6 | 80 | 9 | 491 |
| ATHENS | 8 | 0 | 0 | 25 | 13 | 63 | 0 | 0 | 0 | 27 | 44 | 48 | 9 |
| DUBLIN | 610 | 1 | 13 | 88 | 7 | 3 | 2 | 0 | 0 | 4 | 87 | 4 | 549 |
| NEW YORK (JF KENNEDY) | 60 | 0 | 0 | 85 | 7 | 7 | 2 | 0 | 0 | 3 | 90 | -1 | 63 |
| PALMA DE MALLORCA | 229 | 3 | 8 | 53 | 12 | 12 | 16 | 4 | 3 | 46 | 58 | 31 | 211 |
| PARIS (CHARLES DE GAULLE) | 506 | 0 | 0 | 88 | 8 | 3 | 0 | 0 | 0 | 2 | 83 | 7 | 450 |
| CHARTERED FLIGHTS(ALL ROUTES) | 2431 | 29 | 117 | 54 | 16 | 14 | 12 | 3 | 1 | 34 | 57 | 33 | 2751 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 8421 | 29 | 176 | 85 | 8 | 5 | 2 | 0 | 0 | 5 | 84 | 5 | 8062 |
| AIRPORT TOTAL | 10852 | 58 | 293 | 78 | 10 | 7 | 5 | 1 | 0 | 11 | 77 | 12 | 10813 |

**ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 1996**

**Reporting Airport: NEWCASTLE (By Airport)**

| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | | 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 mins | Average Delay (mins) | Number of Flights |
| AMSTERDAM | 169 | 7 | 4 | 88 | 5 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| DUBLIN | 120 | 2 | 0 | 93 | 2 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| PALMA DE MALLORCA | 30 | 0 | 1 | 60 | 17 | 10 | 13 | 0 | 0 | 20 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | 102 | 4 | 2 | 82 | 6 | 10 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| CHARTERED FLIGHTS(ALL ROUTES) | 304 | 37 | 11 | 66 | 13 | 12 | 9 | 1 | 0 | 17 | 0 | 0 | 0 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 2471 | 65 | 39 | 90 | 5 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| AIRPORT TOTAL | 2775 | 102 | 50 | 87 | 6 | 4 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |

**ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 1996**

**Reporting Airport: STANSTED (By Airport)**

| | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | APR 1995 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MATCHED | UNMATCHED | | | | | | | | | | | |
| ORIGIN / DESTINATION | | 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 mins | Average Delay (mins) | Number of Flights |
| AMSTERDAM | 318 | 0 | 0 | 82 | 12 | 5 | 1 | 0 | 0 | 6 | 84 | 7 | 220 |
| DUBLIN | 657 | 17 | 24 | 86 | 5 | 5 | 4 | 0 | 0 | 6 | 79 | 10 | 517 |
| PALMA DE MALLORCA | 21 | 8 | 0 | 76 | 10 | 5 | 10 | 0 | 0 | 16 | 73 | 9 | 30 |
| PARIS (CHARLES DE GAULLE) | 224 | 0 | 0 | 84 | 8 | 3 | 4 | 1 | 0 | 8 | 60 | 1 | 5 |
| CHARTERED FLIGHTS(ALL ROUTES) | 571 | 26 | 18 | 49 | 18 | 18 | 14 | 1 | 0 | 29 | 67 | 17 | 331 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4830 | 45 | 117 | 81 | 9 | 6 | 3 | 0 | 0 | 7 | 83 | 6 | 3976 |
| AIRPORT TOTAL | 5401 | 71 | 135 | 78 | 10 | 7 | 4 | 0 | 0 | 9 | 82 | 7 | 4307 |