

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**October 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		
Introductory Notes		
Full Analysis – By Reporting Airport	Birmingham	
	Edinburgh	
	Gatwick	
	Glasgow	
	Heathrow	
	London City	
	Luton	
	Manchester	
	Newcastle	
	Stansted	
Full Analysis With Arrival / Departure Split – By Origin / Destination Airport	A	
	B	
	C – E	
	F – H	
	I – L	
	M – N	
	O – P	
	Q – S	
	T – U	
	V – Z	
Summary Analysis		

## 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:

Civil Aviation Authority  
Room K4 G3  
Aviation Data Unit  
CAA House  
45/59 Kingsway  
London WC2B 6TE

Tel. 020-7453-6258  
or 020-7453-6252

or email [aduoutput@caaerg.org.uk](mailto:aduoutput@caaerg.org.uk)

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

Tel: 020-7453-6258  
or 020-7453-6252

or email [aduoutput@caaerg.org.uk](mailto:aduoutput@caaerg.org.uk)

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

- (i) No account is taken of the different taxi-ing times associated with the terminal building used.
  - (ii) Prior to October 2003 Gatwick recorded the departure time from the stand. With effect from October 2004 the runway time is recorded for departures and a taxi time of 15 minutes is assumed.
  - (iii) Birmingham Airport record actual time of operation as arrival/departure at the stand.
  - (iv) After a review of taxi time assumptions, changes have been made to Edinburgh, London City and Manchester. Edinburgh and London City have been implemented wef the January 2001 publication, and Manchester wef February 2001 publication. Data for the same month in previous year has also been re-calculated using the new taxi times for comparison purposes. These should not though be compared with data published for periods prior to 2001.
8. The number of unmatched actual flights represented those air transport movements which actually took place at the airport but for which no corresponding planned flight was found. The reasons for this would normally be:

- (a) the flight was a diversion from another airport;
  - (b) the flight was not recorded with Airport Coordination Ltd or airport (see notes 4 and 5);
  - (c) the flight was a short-haul flight more than one hour before the planned time;
  - (d) the flight was planned to take place in the previous month;
  - (e) the plan or the air transport movement record contained an incorrectly reported item of data causing the flight not to match.
9. The number of unmatched planned flights represents those Airport Coordination Ltd or airport flights planned (see notes 4 and 5) for which a corresponding Air Transport Movement return has not been found. The reasons for these would normally be:
- (a) the flight was diverted to another airport;
  - (b) the flight was cancelled;
  - (c) the planned time was for a short haul flight more than one hour after the flight;
  - (d) the flight took place in the following month;
  - (e) either the plan or the air transport movement record contained an incorrectly reported item of data causing it not to match.
10. With effect from January 2000 data month, early flights are set to zero delay. Prior to this, an early flight will show a negative delay. This will affect the 'average delay' column. Average delays from January 2000 onwards should not be compared to average delays prior to January 2000. Tables for January to December 2000 inclusive do not include columns relating to the corresponding month the previous year for this reason. These tables should also not be compared with previously published tables.
11. Routes – airline combinations are shown where there is more than one matched flight. Any lines omitted for this reason will still be included in total figures however. For this reason, the totals shown may not always exactly match the data in the table.
12. All-cargo services and air taxi services are excluded from the analysis.



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	145	0	1	82	14	4	0	0	0	6	85	11	141
	BRITISH AIRWAYS PLC	S	108	0	0	85	12	3	0	0	0	6	74	20	106
<b>TOTAL BRUSSELS</b>			<b>253</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>15</b>	<b>247</b>
<b>TOTAL BELGIUM</b>			<b>253</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>15</b>	<b>247</b>
<b>BULGARIA</b>															
VARNA	BALKAN BULGARIAN AIRLINES	C	2	0	0	0	0	50	50	0	0	58	0	0	0
<b>TOTAL VARNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>57</b>	<b>4</b>
<b>TOTAL BULGARIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>57</b>	<b>4</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	88	13	0	0	0	0	1	75	3	8
	BRITISH AIRWAYS PLC	S	58	1	2	83	12	3	2	0	0	-1	0	0	0
	CANADA 3000 AIRLINES	C	6	0	0	100	0	0	0	0	0	-16	0	0	0
<b>TOTAL TORONTO</b>			<b>72</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>75</b>	<b>3</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>72</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>75</b>	<b>3</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	10	0	0	90	10	0	0	0	0	1	96	-4	26
	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	1	70	16	10
	CYPRUS AIRWAYS	S	18	0	0	28	28	33	6	6	0	50	6	130	17
<b>TOTAL LARNACA</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>44</b>	<b>70</b>
PAPHOS	AIR 2000	S	10	0	0	70	30	0	0	0	0	8	63	14	8
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	76	1	17
<b>TOTAL PAPHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>18</b>	<b>35</b>
<b>TOTAL CYPRUS</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>35</b>	<b>105</b>
<b>DENMARK</b>															
BILLUND	NEWAIR AIR SERVICE	S	98	0	2	88	9	3	0	0	0	3	77	8	98
<b>TOTAL BILLUND</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>8</b>	<b>98</b>
COPENHAGEN	DUO AIRWAYS LTD	S	97	0	3	75	21	2	2	0	0	12	74	10	98
<b>TOTAL COPENHAGEN</b>			<b>98</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>10</b>	<b>98</b>
<b>TOTAL DENMARK</b>			<b>196</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>9</b>	<b>196</b>
<b>FRANCE</b>															
LYON	DUO AIRWAYS LTD	S	60	0	0	87	2	2	10	0	0	8	81	8	57
<b>TOTAL LYON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>57</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	232	0	8	94	5	1	0	0	0	3	82	9	144
	BRITISH AIRWAYS PLC	S	298	0	2	91	6	1	2	0	0	6	86	6	322
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>530</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>466</b>
<b>TOTAL FRANCE</b>			<b>592</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>8</b>	<b>561</b>
<b>GERMANY</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUSSELDORF	BRITISH AIRWAYS PLC	S	224	0	0	91	5	2	2	0	0	4	91	4	172
	LUFTHANSA	S	52	0	2	87	6	6	2	0	0	7	0	0	0
	LUFTHANSA CITY LINE	S	54	0	0	74	13	7	6	0	0	13	65	19	79
<b>TOTAL DUSSELDORF</b>			<b>330</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>251</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	162	0	0	83	8	6	3	0	0	8	78	12	160
	LUFTHANSA	S	62	0	0	98	2	0	0	0	0	0	95	1	38
<b>TOTAL FRANKFURT MAIN</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>200</b>
HAMBURG	BRITISH AIRWAYS PLC	S	23	0	0	96	4	0	0	0	0	1	0	0	0
<b>TOTAL HAMBURG</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
HANOVER	BRITISH AIRWAYS PLC	S	23	0	0	96	4	0	0	0	0	-3	80	7	44
<b>TOTAL HANOVER</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>80</b>	<b>7</b>	<b>44</b>
MUNICH	BRITISH AIRWAYS PLC	S	62	0	0	95	5	0	0	0	0	-2	87	0	62
	LUFTHANSA CITY LINE	S	118	1	5	75	14	8	3	0	0	13	83	11	12
<b>TOTAL MUNICH</b>			<b>180</b>	<b>5</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>2</b>	<b>74</b>
STUTTGART	DUO AIRWAYS LTD	S	100	0	0	83	6	4	7	0	0	9	77	12	94
<b>TOTAL STUTTGART</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>94</b>
<b>TOTAL GERMANY</b>			<b>881</b>	<b>8</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>698</b>
<b>GREECE</b>															
CORFU	AIR 2000	C	13	1	2	100	0	0	0	0	0	-24	88	-10	17
	BRITANNIA AIRWAYS	C	16	1	0	94	0	6	0	0	0	0	76	9	25
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	14	14	0	0	0	0	33	48	9
<b>TOTAL CORFU</b>			<b>36</b>	<b>2</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>74</b>	<b>9</b>	<b>53</b>
HERAKLION	AIR 2000	C	9	0	1	100	0	0	0	0	0	-21	75	-2	8
	BRITANNIA AIRWAYS	C	7	0	0	57	43	0	0	0	0	13	57	55	7
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	7	100	-3	9
<b>TOTAL HERAKLION</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>65</b>	<b>25</b>	<b>34</b>
KAVALLA	BRITANNIA AIRWAYS	C	5	0	0	80	0	20	0	0	0	7	86	2	7
<b>TOTAL KAVALLA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>2</b>	<b>7</b>
KEFALLINIA	AIR 2000	C	5	0	1	80	0	0	20	0	0	-2	100	-18	7
	BRITANNIA AIRWAYS	C	7	0	0	57	14	0	29	0	0	29	86	10	7
<b>TOTAL KEFALLINIA</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>-4</b>	<b>14</b>
KOS	AIR 2000	C	6	0	0	100	0	0	0	0	0	-9	100	-4	7
	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	-2	100	0	7
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	-10	43	37	7
<b>TOTAL KOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-8</b>	<b>82</b>	<b>11</b>	<b>22</b>
RHODES	AIR 2000	C	9	0	1	100	0	0	0	0	0	-19	75	0	8
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	7	93	-3	14
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	-8	33	50	9
<b>TOTAL RHODES</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>71</b>	<b>12</b>	<b>34</b>
SALONIKA	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-15	93	-8	14
<b>TOTAL SALONIKA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-15</b>	<b>93</b>	<b>-8</b>	<b>14</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SKIATHOS	MONARCH AIRLINES	C	4	1	2	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL SKIATHOS</b>			<b>4</b>	<b>1</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>20</b>	<b>16</b>	<b>5</b>
ZAKINTHOS	AIR 2000	C	4	1	2	100	0	0	0	0	0	-23	100	-35	5
	BRITANNIA AIRWAYS	C	7	0	0	71	0	0	29	0	0	25	100	-1	9
	MONARCH AIRLINES	C	6	0	0	67	0	17	17	0	0	29	50	26	4
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	0	71	19	7
<b>TOTAL ZAKINTHOS</b>			<b>26</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>2</b>	<b>25</b>
<b>TOTAL GREECE</b>			<b>162</b>	<b>4</b>	<b>9</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>74</b>	<b>12</b>	<b>215</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	AER LINGUS	S	8	0	0	75	13	0	13	0	0	13	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORK	AER LINGUS	S	85	0	2	82	7	5	4	2	0	15	90	4	69
<b>TOTAL CORK</b>			<b>85</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>2</b>	<b>131</b>
DUBLIN	AER LINGUS	S	259	4	2	90	2	3	5	0	0	6	93	2	252
	RYANAIR	S	292	2	9	95	5	1	0	0	0	2	87	7	277
<b>TOTAL DUBLIN</b>			<b>552</b>	<b>6</b>	<b>11</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>5</b>	<b>531</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>645</b>	<b>6</b>	<b>13</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>4</b>	<b>662</b>
<b>ITALY</b>															
MILAN (LINATE)	DUO AIRWAYS LTD	S	152	0	2	53	28	14	4	0	0	20	36	37	99
<b>TOTAL MILAN (LINATE)</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>28</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>36</b>	<b>37</b>	<b>99</b>
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	25	25	38	13	0	0	35	25	59	8
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>59</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>161</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>29</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>34</b>	<b>157</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	8	0	0	88	13	0	0	0	0	-5	88	-9	8
	AIR MALTA	S	10	0	0	70	30	0	0	0	0	11	50	18	16
	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	18	67	10	15
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	0	30	0	0	25	0	0	0
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>11</b>	<b>48</b>
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>11</b>	<b>48</b>
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	216	0	0	85	8	5	1	0	0	6	82	8	211
	KLM	S	286	1	0	83	11	4	2	0	0	8	77	15	240
<b>TOTAL AMSTERDAM</b>			<b>502</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>451</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	92	0	0	66	22	8	4	0	0	10	73	17	84
<b>TOTAL EINDHOVEN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>17</b>	<b>84</b>
<b>TOTAL NETHERLANDS</b>			<b>594</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>13</b>	<b>535</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	26	0	0	92	8	0	0	0	0	-3	100	-7	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	BRITANNIA AIRWAYS	C	8	0	0	75	0	13	13	0	0	3	78	12	18
	MONARCH AIRLINES	C	35	0	0	51	26	11	6	0	6	39	42	32	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-10	40	46	10
<b>TOTAL FARO</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>101</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>101</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	12	60	25	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>25</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>25</b>	<b>10</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	63	25	13	0	0	0	8	88	6	8
	BRITANNIA AIRWAYS	C	10	0	0	80	10	10	0	0	0	12	70	8	10
	MONARCH AIRLINES	C	26	0	0	73	8	15	4	0	0	13	71	12	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ALICANTE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>22</b>	<b>45</b>
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	67	22	6	6	0	0	12	94	22	17
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>37</b>	<b>25</b>
BARCELONA	BRITISH AIRWAYS PLC	S	62	0	0	89	2	6	3	0	0	5	83	3	54
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>3</b>	<b>54</b>
GERONA	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	-1	100	-5	7
<b>TOTAL GERONA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>100</b>	<b>-5</b>	<b>7</b>
IBIZA	AIR 2000	C	7	0	1	86	0	0	14	0	0	24	75	-5	8
	BRITANNIA AIRWAYS	C	24	0	0	83	8	0	8	0	0	9	81	4	37
	MONARCH AIRLINES	C	15	0	1	40	20	13	27	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	14	0	0	0	14	57	14	35	14
<b>TOTAL IBIZA</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>11</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>65</b>	<b>15</b>	<b>77</b>
MAHON	AIR 2000	C	15	0	1	80	13	7	0	0	0	-5	94	13	16
	BRITANNIA AIRWAYS	C	16	0	0	69	0	13	19	0	0	24	81	6	21
	MONARCH AIRLINES	C	20	0	1	100	0	0	0	0	0	4	42	16	12
	MY TRAVEL AIRWAYS UK	C	7	0	0	14	14	14	43	14	0	98	57	10	7
<b>TOTAL MAHON</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>5</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>11</b>	<b>64</b>
MALAGA	AIR 2000	C	16	0	0	56	31	6	6	0	0	18	100	-7	18
	BRITANNIA AIRWAYS	C	18	0	0	83	6	11	0	0	0	7	72	15	18
	BRITISH AIRWAYS PLC	C	8	0	0	75	25	0	0	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	16	0	0	69	13	13	6	0	0	13	88	3	26
	MONARCH AIRLINES	C	16	0	0	44	25	19	13	0	0	21	10	39	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	0	15	0	0	0
<b>TOTAL MALAGA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>14</b>	<b>95</b>
PALMA DE MALLORCA	AIR 2000	C	33	0	1	94	3	0	0	3	0	0	95	-13	41
	AIR EUROPA	C	8	0	0	75	13	13	0	0	0	4	0	0	0
	BRITANNIA AIRWAYS	C	65	0	1	88	2	3	8	0	0	10	78	8	74
	BRITISH AIRWAYS PLC	C	8	0	0	75	25	0	0	0	0	4	75	13	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	MONARCH AIRLINES	C	8	0	2	100	0	0	0	0	0	-6	50	23	6
	MY TRAVEL AIRWAYS UK	C	27	0	5	70	11	0	11	4	4	38	25	32	8
	SPANAIR	C	8	0	0	63	38	0	0	0	0	9	78	10	32
<b>TOTAL PALMA DE MALLORCA</b>			<b>157</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>6</b>	<b>193</b>
REUS	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	14	71	21	7
	MY TRAVEL AIRWAYS UK	C	7	1	0	86	0	0	0	14	0	42	78	-3	9
<b>TOTAL REUS</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>8</b>	<b>16</b>
<b>TOTAL SPAIN</b>			<b>508</b>	<b>1</b>	<b>13</b>	<b>77</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>11</b>	<b>576</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	18	0	0	100	0	0	0	0	0	-1	100	4	8
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	90	4	10
	MONARCH AIRLINES	C	19	0	0	63	11	16	11	0	0	22	38	23	8
<b>TOTAL ARRECIFE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>21</b>	<b>42</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	6	0	0	83	17	0	0	0	0	10	90	4	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	10	0	20	0	72	13	54	8
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>49</b>	<b>56</b>	<b>26</b>	<b>18</b>
LAS PALMAS	AIR 2000	C	8	0	0	88	13	0	0	0	0	6	91	-19	11
	BRITANNIA AIRWAYS	C	13	1	0	38	15	31	15	0	0	31	82	4	17
	MONARCH AIRLINES	C	15	2	0	47	20	20	13	0	0	34	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	1	1	69	0	19	13	0	0	22	50	23	8
<b>TOTAL LAS PALMAS</b>			<b>52</b>	<b>4</b>	<b>1</b>	<b>58</b>	<b>12</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>10</b>	<b>66</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	26	0	0	88	4	8	0	0	0	8	96	-5	26
	BRITANNIA AIRWAYS	C	12	0	0	100	0	0	0	0	0	1	74	34	19
	FUTURA AIRLINES	C	18	0	0	44	22	33	0	0	0	21	63	1	8
	MONARCH AIRLINES	C	16	0	0	38	19	31	13	0	0	29	25	37	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	20	20	0	0	26	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>21</b>	<b>86</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>195</b>	<b>4</b>	<b>1</b>	<b>68</b>	<b>10</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>18</b>	<b>212</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL GOTEBORG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>4</b>	<b>4</b>
<b>SWITZERLAND</b>															
ZURICH	SWISS AIRLINES	S	106	2	2	67	22	8	4	0	0	13	62	16	60
<b>TOTAL ZURICH</b>			<b>106</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>22</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>13</b>	<b>108</b>
<b>TOTAL SWITZERLAND</b>			<b>106</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>22</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>14</b>	<b>156</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	4	0	0	50	0	50	0	0	0	25	100	-8	8
	MONARCH AIRLINES	C	8	0	0	63	13	13	0	0	13	85	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	-16	40	42	10
<b>TOTAL MONASTIR</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>28</b>	<b>79</b>	<b>9</b>	<b>28</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TUNISIA			22	0	0	73	9	14	0	0	5	28	79	9	28
TURKEY															
ANTALYA	AIR 2000	C	7	0	1	86	14	0	0	0	3	100	6	2	
	BRITANNIA AIRWAYS	C	5	0	0	100	0	0	0	0	-7	88	3	8	
TOTAL ANTALYA			12	0	1	92	8	0	0	0	-1	90	4	10	
DALAMAN	AIR 2000	C	17	0	1	71	6	18	6	0	9	76	-4	17	
	BRITANNIA AIRWAYS	C	16	0	0	63	0	0	38	0	33	88	-10	8	
	MONARCH AIRLINES	C	7	0	1	29	0	43	14	14	66	57	24	7	
	MY TRAVEL AIRWAYS UK	C	9	0	2	100	0	0	0	0	1	0	0	0	
	SUNWAYS	C	6	1	0	33	33	0	17	17	81	57	13	7	
TOTAL DALAMAN			55	1	4	64	5	11	16	4	30	72	3	39	
IZMIR (ADNAM MENDERES)	AIR 2000	C	14	0	2	100	0	0	0	0	1	89	4	18	
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	50	13	0	0	18	0	59	9	
	ONUR AIR	C	8	1	0	63	13	25	0	0	17	0	0	0	
	SUNWAYS	C	6	1	0	50	17	0	17	17	82	0	0	0	
TOTAL IZMIR (ADNAM MENDERES)			36	2	2	69	17	8	3	3	22	53	24	36	
TOTAL TURKEY			103	3	7	69	10	9	10	3	24	66	12	85	
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	63	13	13	13	0	20	0	0	0	
TOTAL ASHKHABAD			8	0	0	63	13	13	13	0	20	0	96	8	
TOTAL TURKMENISTAN			8	0	0	63	13	13	13	0	20	0	96	8	
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	62	0	0	92	5	3	0	0	2	91	8	54	
TOTAL ABERDEEN			62	0	0	92	5	3	0	0	2	91	8	54	
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	223	1	1	95	2	3	0	0	3	97	0	185	
TOTAL BELFAST CITY			223	1	1	95	2	3	0	0	3	97	0	212	
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	223	0	1	88	6	3	4	0	8	95	1	222	
TOTAL BELFAST INTERNATIONAL			223	0	1	88	6	3	4	0	8	95	1	222	
EDINBURGH	BRITISH AIRWAYS PLC	S	404	0	1	94	3	2	1	0	2	93	1	380	
TOTAL EDINBURGH			405	0	1	94	3	2	1	0	2	93	1	380	
GLASGOW	BRITISH AIRWAYS PLC	S	445	0	6	95	4	1	0	0	2	92	4	455	
TOTAL GLASGOW			445	0	6	95	4	1	0	0	2	92	4	457	
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	38	0	0	84	3	3	11	0	12	0	0	0	
TOTAL GUERNSEY			38	0	0	84	3	3	11	0	12	92	2	106	
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	108	0	0	94	2	3	2	0	3	93	3	106	
TOTAL ISLE OF MAN			108	0	0	94	2	3	2	0	3	93	3	106	
JERSEY	BMI BRITISH MIDLAND	S	66	5	0	94	5	2	0	0	1	90	10	73	
	DUO AIRWAYS LTD	C	8	0	0	100	0	0	0	0	2	0	0	0	
	FLYBE.BRITISH EUROPEAN	S	108	0	0	92	2	3	4	0	3	0	0	0	
TOTAL JERSEY			182	5	0	93	3	2	2	0	2	87	10	100	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KIRKWALL	BRITISH AIRWAYS PLC	S	38	0	0	76	11	11	3	0	0	10	86	8	42
<b>TOTAL KIRKWALL</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>8</b>	<b>42</b>
MANCHESTER	BRITANNIA AIRWAYS	C	2	0	1	100	0	0	0	0	0	-10	84	-2	31
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>84</b>	<b>-2</b>	<b>31</b>
NEWCASTLE	DUO AIRWAYS LTD	S	181	0	5	94	1	1	4	0	0	3	98	-2	176
	LUFTHANSA CITY LINE	S	14	0	2	64	7	21	7	0	0	14	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>195</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>-2</b>	<b>176</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1921</b>	<b>6</b>	<b>17</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>2</b>	<b>1966</b>
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	79	10	0	11	0	0	11	98	-11	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>98</b>	<b>-11</b>	<b>62</b>
ORLANDO	AMERICAN TRANS AIR	C	3	0	0	67	33	0	0	0	0	5	0	0	0
	LEISURE INTL AIRWAYS LTD	C	8	1	0	25	13	13	50	0	0	56	25	28	8
<b>TOTAL ORLANDO</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>18</b>	<b>9</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>43</b>	<b>22</b>	<b>14</b>
SANFORD	BRITANNIA AIRWAYS	C	9	0	1	89	11	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	10	10	0	0	16	0	0	0
<b>TOTAL SANFORD</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>93</b>	<b>2</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>-1</b>	<b>138</b>
<b>TOTAL BIRMINGHAM</b>			<b>6699</b>	<b>38</b>	<b>91</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>6723</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	113	0	3	68	26	6	0	0	0	11	0	0	0
<b>TOTAL BRUSSELS</b>			<b>113</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>113</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	4	0	0	100	0	0	0	0	0	-14	0	0	0
<b>TOTAL TORONTO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
PAPHOS	CALEDONIAN AIRWAYS	C	9	0	1	11	56	33	0	0	0	29	0	0	0
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CYPRUS</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	54	0	0	83	11	6	0	0	0	6	0	0	0
	MAERSK AIR	C	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
LIMOGES	AIR JET	C	2	0	0	0	50	50	0	0	0	33	0	0	0
<b>TOTAL LIMOGES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	60	0	2	97	2	2	0	0	0	1	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	50	0	0	88	8	4	0	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	S	116	0	0	93	6	1	0	0	0	4	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>226</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>228</b>	<b>1</b>	<b>2</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	116	0	0	90	3	4	3	0	0	7	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	BRITISH AIRWAYS PLC	S	54	0	0	91	9	0	0	0	0	4	0	0	0
<b>TOTAL MUNICH</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>172</b>	<b>3</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GREECE</b>															
ZAKINTHOS	BRITANNIA AB	C	4	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	C	9	2	2	67	11	0	0	0	22	254	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL KEFLAVIK			9	2	2	67	11	0	0	0	22	254	0	0	0
TOTAL ICELAND			9	2	2	67	11	0	0	0	22	254	0	0	0
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	213	5	5	91	5	3	1	0	0	4	0	0	0
	GILL AIRWAYS	C	2	0	0	100	0	0	0	0	0	12	0	0	0
TOTAL DUBLIN			215	5	5	91	5	3	1	0	0	5	0	0	0
TOTAL IRISH REPUBLIC			215	5	5	91	5	3	1	0	0	5	0	0	0
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	186	0	0	77	17	5	1	0	0	10	0	0	0
TOTAL AMSTERDAM			186	0	0	77	17	5	1	0	0	10	0	0	0
TOTAL NETHERLANDS			186	0	0	77	17	5	1	0	0	10	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BMI BRITISH MIDLAND	C	7	0	1	57	29	0	14	0	0	12	0	0	0
	BRITANNIA AB	C	17	0	0	29	24	6	35	6	0	51	0	0	0
TOTAL FARO			24	1	1	38	25	4	29	4	0	40	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			24	1	1	38	25	4	29	4	0	40	0	0	0
SPAIN															
ALICANTE	BRITANNIA AB	C	9	0	0	56	33	11	0	0	0	18	0	0	0
	BRITANNIA AIRWAYS	C	11	0	0	45	0	36	18	0	0	33	0	0	0
TOTAL ALICANTE			20	0	0	50	15	25	10	0	0	26	0	0	0
IBIZA	AIR EUROPA	C	7	0	1	43	29	29	0	0	0	19	0	0	0
TOTAL IBIZA			7	0	1	43	29	29	0	0	0	19	0	0	0
MAHON	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	-5	0	0	0
TOTAL MAHON			7	0	1	100	0	0	0	0	0	-5	0	0	0
PALMA DE MALLORCA	AIR EUROPA	C	15	0	1	60	20	13	7	0	0	15	0	0	0
	BRITANNIA AB	C	8	0	1	63	38	0	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	9	0	1	44	22	22	11	0	0	21	0	0	0
	SPANAIR	C	7	0	1	14	57	29	0	0	0	27	0	0	0
TOTAL PALMA DE MALLORCA			39	0	4	49	31	15	5	0	0	17	0	0	0
TOTAL SPAIN			75	0	6	53	24	17	5	0	0	17	0	0	0
SPAIN(CANARY ISLANDS)															
LAS PALMAS	SPANAIR	C	7	0	0	71	0	14	14	0	0	21	0	0	0
TOTAL LAS PALMAS			8	0	0	75	0	13	13	0	0	17	0	0	0
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	9	0	1	100	0	0	0	0	0	-7	0	0	0
	BRITANNIA AIRWAYS	C	11	0	0	64	18	0	18	0	0	20	0	0	0
	CALEDONIAN AIRWAYS	C	3	0	5	0	0	33	67	0	0	75	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			23	4	6	70	9	4	17	0	0	17	0	0	0
TOTAL SPAIN(CANARY ISLANDS)			31	4	6	71	6	6	16	0	0	17	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	8	0	0	100	0	0	0	0	0	-9	0	0	0
TOTAL STOCKHOLM (ARLANDA)			8	0	0	100	0	0	0	0	0	-9	0	0	0
TOTAL SWEDEN			8	0	0	100	0	0	0	0	0	-9	0	0	0
<b>SWITZERLAND</b>															
ZURICH	SWISS AIRLINES	S	54	0	8	83	13	4	0	0	0	8	0	0	0
TOTAL ZURICH			54	1	8	83	13	4	0	0	0	8	0	0	0
TOTAL SWITZERLAND			54	1	8	83	13	4	0	0	0	8	0	0	0
<b>TURKEY</b>															
DALAMAN	BRITANNIA AIRWAYS	C	9	0	0	78	11	0	11	0	0	15	0	0	0
	CALEDONIAN AIRWAYS	C	6	0	1	0	0	17	83	0	0	90	0	0	0
TOTAL DALAMAN			15	0	1	47	7	7	40	0	0	45	0	0	0
TOTAL TURKEY			15	0	1	47	7	7	40	0	0	45	0	0	0
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	51	2	47	61	29	8	2	0	0	16	0	0	0
	KLM UK LTD	S	97	0	4	82	10	4	2	1	0	9	0	0	0
TOTAL ABERDEEN			148	2	51	75	17	5	2	1	0	12	0	0	0
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	153	0	0	95	3	1	1	0	0	4	0	0	0
TOTAL BELFAST CITY			153	1	1	95	3	1	1	0	0	4	0	0	0
BIRMINGHAM	BRITISH AIRWAYS PLC	S	118	0	1	96	3	2	0	0	0	3	0	0	0
TOTAL BIRMINGHAM			118	0	1	96	3	2	0	0	0	3	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	216	0	0	89	9	2	0	0	0	4	0	0	0
TOTAL BRISTOL			216	0	0	89	9	2	0	0	0	4	0	0	0
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	135	1	3	85	10	4	1	0	0	6	0	0	0
TOTAL CARDIFF WALES			135	1	3	85	10	4	1	0	0	6	0	0	0
DUNDEE	BMI REGIONAL	S	44	0	6	55	20	25	0	0	0	18	0	0	0
TOTAL DUNDEE			44	0	6	55	20	25	0	0	0	18	0	0	0
EAST MIDLANDS	BMI BRITISH MIDLAND	S	200	0	0	80	17	4	0	0	0	7	0	0	0
TOTAL EAST MIDLANDS			200	0	0	80	17	4	0	0	0	7	0	0	0
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	213	0	0	87	10	2	0	1	0	6	0	0	0
	KLM UK LTD	S	252	0	0	89	8	3	0	0	0	5	0	0	0
TOTAL GATWICK			465	0	0	88	9	3	0	0	0	6	0	0	0
GLASGOW	BMI BRITISH MIDLAND	C	4	0	0	100	0	0	0	0	0	6	0	0	0
	BMI BRITISH MIDLAND	S	50	0	0	88	8	4	0	0	0	4	0	0	0
TOTAL GLASGOW			54	0	0	89	7	4	0	0	0	4	0	0	0
HEATHROW	BMI BRITISH MIDLAND	S	517	2	4	79	14	5	2	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	671	1	3	80	14	3	2	0	0	9	0	0	0
TOTAL HEATHROW			1188	3	7	80	14	4	2	0	0	10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
JERSEY	BMI BRITISH MIDLAND	S	8	0	0	38	25	38	0	0	0	21	0	0	0
<b>TOTAL JERSEY</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
KIRKWALL	LOGANAIR	S	54	0	0	72	15	7	4	2	0	16	0	0	0
<b>TOTAL KIRKWALL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEEDS BRADFORD	GILL AIRWAYS	S	165	0	1	95	1	3	1	0	0	2	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>165</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
LONDON CITY	KLM UK LTD	S	154	0	0	94	4	1	1	0	0	0	0	0	0
<b>TOTAL LONDON CITY</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUTON	AIR FOYLE PASSENGER AIRLINES	S	172	0	0	82	6	8	4	0	0	10	0	0	0
<b>TOTAL LUTON</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	BMI REGIONAL	S	153	0	1	63	25	10	1	0	0	14	0	0	0
	BRITISH AIRWAYS PLC	S	239	1	0	94	4	1	1	0	0	3	0	0	0
<b>TOTAL MANCHESTER</b>			<b>392</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEWCASTLE	GILL AIRWAYS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	KLM UK LTD	S	96	1	3	84	11	1	2	1	0	10	0	0	0
<b>TOTAL NORWICH</b>			<b>96</b>	<b>1</b>	<b>3</b>	<b>84</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	4	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	144	0	2	96	4	0	0	0	0	0	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
STANSTED	KLM UK LTD	S	267	0	4	79	12	9	0	0	0	7	0	0	0
<b>TOTAL STANSTED</b>			<b>267</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
SUMBURGH	BMI REGIONAL	S	76	0	2	80	17	3	0	0	0	9	0	0	0
	LOGANAIR	S	54	1	0	76	13	7	2	2	0	16	0	0	0
<b>TOTAL SUMBURGH</b>			<b>130</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4309</b>	<b>16</b>	<b>82</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>USA</b>															
ORLANDO	AMERICAN TRANS AIR	C	6	0	1	33	17	17	0	0	33	313	0	0	0
<b>TOTAL ORLANDO</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>313</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>313</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EDINBURGH</b>			<b>5520</b>	<b>36</b>	<b>118</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
HASSI MESSAOUD	AIR ALGERIE	C	10	0	0	90	0	0	10	0	0	2	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
ORAN ES SENIA	AIR ALGERIE	C	6	0	2	33	0	0	67	0	0	51	67	47	12
<b>TOTAL ORAN ES SENIA</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>67</b>	<b>47</b>	<b>12</b>
<b>TOTAL ALGERIA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>47</b>	<b>12</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITANNIA AIRWAYS	C	4	0	0	50	25	0	0	25	0	50	0	0	0
	CALEDONIAN AIRWAYS	C	3	1	0	67	0	0	33	0	0	37	78	13	9
<b>TOTAL ANTIGUA</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>44</b>	<b>78</b>	<b>13</b>	<b>9</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>44</b>	<b>78</b>	<b>13</b>	<b>9</b>
<b>AUSTRIA</b>															
GRAZ	MONARCH AIRLINES	C	18	0	0	39	28	11	22	0	0	27	0	0	0
<b>TOTAL GRAZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>34</b>	<b>3</b>
SALZBURG	LAUDA-AIR	S	118	0	2	75	21	4	0	0	0	9	76	22	66
<b>TOTAL SALZBURG</b>			<b>118</b>	<b>1</b>	<b>3</b>	<b>75</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>22</b>	<b>66</b>
VIENNA	ALL LEISURE AIRLINES LTD	C	16	0	2	38	31	19	13	0	0	27	83	4	6
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	63	26	8	3	0	0	15	70	17	123
	LAUDA-AIR	S	34	0	0	76	21	3	0	0	0	9	59	19	34
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL VIENNA</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>25</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>19</b>	<b>193</b>
<b>TOTAL AUSTRIA</b>			<b>312</b>	<b>1</b>	<b>5</b>	<b>66</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>20</b>	<b>267</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	10	0	0	20	20	60	0	0	0	30	10	63	10
	BRITISH AIRWAYS PLC	S	28	0	1	64	21	14	0	0	0	10	0	0	0
<b>TOTAL BAKU</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>25</b>	<b>27</b>
<b>TOTAL AZERBAIJAN</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>25</b>	<b>27</b>
<b>BAHAMAS</b>															
NASSAU	BRITISH AIRWAYS PLC	S	3	1	1	0	33	0	33	33	0	135	83	2	6
<b>TOTAL NASSAU</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>135</b>	<b>83</b>	<b>2</b>	<b>6</b>
<b>TOTAL BAHAMAS</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>135</b>	<b>83</b>	<b>2</b>	<b>6</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	-10	0	0	0
	BRITISH AIRWAYS PLC	S	18	0	0	56	17	17	0	11	0	36	71	13	17
	CALEDONIAN AIRWAYS	C	4	0	0	0	25	0	75	0	0	73	57	22	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	50	0	25	13	146	70	17	10
<b>TOTAL BRIDGETOWN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>10</b>	<b>18</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>50</b>	<b>67</b>	<b>16</b>	<b>42</b>
<b>TOTAL BARBADOS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>10</b>	<b>18</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>50</b>	<b>67</b>	<b>16</b>	<b>42</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	94	6	0	0	0	0	-2	100	-7	18
TOTAL MINSK			18	0	0	94	6	0	0	0	0	-2	100	-7	18
TOTAL BELARUS			18	0	0	94	6	0	0	0	0	-2	100	-7	18
<b>BELGIUM</b>															
ANTWERP	CITY FLYER EXPRESS	S	171	0	6	85	9	4	2	0	0	6	75	14	171
TOTAL ANTWERP			171	0	6	85	9	4	2	0	0	6	75	14	171
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	198	0	2	82	14	3	1	0	0	7	88	6	217
TOTAL BRUSSELS			198	0	2	82	14	3	1	0	0	7	88	6	217
TOTAL BELGIUM			369	0	8	83	12	3	2	0	0	7	82	9	388
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	35	0	0	74	9	0	11	6	0	21	92	-2	26
TOTAL BERMUDA			35	0	0	74	9	0	11	6	0	21	92	-2	26
TOTAL BERMUDA			35	0	0	74	9	0	11	6	0	21	92	-2	26
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS (EURO OPS) LG	S	38	0	0	76	21	0	3	0	0	9	79	-1	28
TOTAL SOFIA			38	0	0	76	21	0	3	0	0	9	79	-1	28
VARNA	BALKAN BULGARIAN AIRLINES	C	2	0	0	0	0	0	100	0	0	73	0	0	0
TOTAL VARNA			2	0	0	0	0	0	100	0	0	73	0	0	0
TOTAL BULGARIA			40	0	0	73	20	0	8	0	0	12	69	4	32
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	8	1	0	13	13	50	13	13	0	72	11	45	9
TOTAL DOUALA			8	1	0	13	13	50	13	13	0	72	11	45	9
TOTAL CAMEROON			8	1	0	13	13	50	13	13	0	72	11	45	9
<b>CANADA</b>															
TORONTO	AIR CLUB INTERNATIONAL	C	10	0	6	60	20	20	0	0	0	12	60	18	10
	AIR TRANSAT	C	25	1	0	84	4	8	0	4	0	13	78	19	23
	CANADA 3000 AIRLINES	C	40	0	0	88	8	0	5	0	0	1	100	-11	16
TOTAL TORONTO			75	1	6	83	8	5	3	1	0	7	82	9	49
VANCOUVER	AIR CLUB INTERNATIONAL	C	7	0	0	43	14	29	14	0	0	21	0	151	8
	AIR TRANSAT	C	3	1	1	67	33	0	0	0	0	1	25	26	4
	CANADA 3000 AIRLINES	C	18	0	0	83	0	17	0	0	0	5	0	0	0
TOTAL VANCOUVER			28	1	1	71	7	18	4	0	0	8	8	109	12
TOTAL CANADA			103	3	7	80	8	9	3	1	0	7	68	29	62
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	12	2	1	42	8	8	25	8	8	189	70	8	10
TOTAL GRAND CAYMAN			12	2	1	42	8	8	25	8	8	189	53	25	15

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL CAYMAN ISLANDS			12	2	1	42	8	8	25	8	8	189	53	25	15
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	C	10	0	0	40	30	30	0	0	0	22	75	18	8
	FLIGHTLINE LTD	C	3	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL SPLIT			13	2	0	54	23	23	0	0	0	19	75	18	8
TOTAL CROATIA			13	2	0	54	23	23	0	0	0	19	67	25	9
<b>CUBA</b>															
CAMAGUEY	LEISURE INTL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	65	0	39	2
TOTAL CAMAGUEY			2	0	0	0	0	0	100	0	0	65	0	39	2
HAVANA	CUBANA	S	2	0	0	50	0	50	0	0	0	31	0	0	0
TOTAL HAVANA			2	0	0	50	0	50	0	0	0	31	0	0	0
HOLGUIN (FRANK PAIS)	LEISURE INTL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL HOLGUIN (FRANK PAIS)			2	0	0	50	50	0	0	0	0	12	0	0	0
VARADERO	LEISURE INTL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	24	100	14	2
TOTAL VARADERO			2	0	0	50	0	50	0	0	0	24	100	14	2
TOTAL CUBA			8	0	0	38	13	25	25	0	0	33	50	26	4
<b>CYPRUS</b>															
AKROTIRI	CALEDONIAN AIRWAYS	C	2	0	0	0	0	50	50	0	0	66	0	0	0
TOTAL AKROTIRI			2	0	0	0	0	50	50	0	0	66	0	0	0
LARNACA	AIR 2000	S	45	0	0	62	16	7	16	0	0	23	73	8	59
	CYPRUS AIRWAYS	S	18	2	0	22	33	28	17	0	0	38	29	70	28
TOTAL LARNACA			64	4	1	50	22	13	16	0	0	27	58	31	88
PAPHOS	AIR 2000	S	36	0	0	42	17	17	25	0	0	31	88	-5	43
	CYPRUS AIRWAYS	C	10	0	0	40	0	60	0	0	0	25	0	0	0
	CYPRUS AIRWAYS	S	16	1	0	63	19	6	13	0	0	20	46	41	24
TOTAL PAPHOS			62	1	0	47	15	21	18	0	0	27	73	12	67
TOTAL CYPRUS			128	5	1	48	18	17	17	0	0	28	65	23	155
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	170	0	0	65	23	11	1	0	0	13	62	16	124
TOTAL BILLUND			170	0	0	65	23	11	1	0	0	13	61	19	127
COPENHAGEN	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	73	18	9	1	0	0	11	70	12	123
	MAERSK AIR	S	54	0	0	69	24	7	0	0	0	12	62	16	53
	MONARCH AIRLINES	C	6	0	0	67	0	33	0	0	0	15	0	0	0
TOTAL COPENHAGEN			186	3	0	72	19	9	1	0	0	11	67	15	180
KARUP	MONARCH AIRLINES	C	6	0	2	100	0	0	0	0	0	-3	0	0	0
TOTAL KARUP			6	0	2	100	0	0	0	0	0	-3	0	0	0
TOTAL DENMARK			362	3	2	69	20	10	1	0	0	12	65	17	307

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	19	0	0	79	21	0	0	0	0	2	87	5	15
	LEISURE INTL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	-15	60	-29	5
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	20	0	0	0	18	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>1</b>	<b>28</b>
PUNTA CANA	BRITANNIA AIRWAYS	C	5	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL PUNTA CANA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SANTO DOMINGO</b>															
	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	7	100	-7	4
	LEISURE INTL AIRWAYS LTD	C	3	0	1	100	0	0	0	0	0	-27	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>100</b>	<b>-7</b>	<b>4</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>0</b>	<b>32</b>
<b>EGYPT</b>															
ASWAN	TRANSAER	C	8	0	0	13	38	0	50	0	0	50	0	0	0
<b>TOTAL ASWAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>43</b>	<b>36</b>	<b>7</b>
HURGHADA	MONARCH AIRLINES	C	8	0	0	50	13	25	13	0	0	24	13	126	8
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>43</b>	<b>81</b>	<b>14</b>
LUXOR	BRITANNIA AIRWAYS	C	22	0	0	45	27	18	9	0	0	24	80	12	10
	CALEDONIAN AIRWAYS	C	12	1	0	58	25	0	17	0	0	24	0	0	0
	MONARCH AIRLINES	C	4	0	0	25	50	25	0	0	0	25	88	4	8
<b>TOTAL LUXOR</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>18</b>	<b>36</b>
SHARM EL SHEIKH (OPHIRA)	CALEDONIAN AIRWAYS	C	10	2	0	40	10	30	20	0	0	30	0	0	0
	MONARCH AIRLINES	C	9	0	0	0	11	56	33	0	0	53	33	27	3
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>19</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>42</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>35</b>	<b>51</b>	<b>17</b>
<b>TOTAL EGYPT</b>			<b>73</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>21</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>38</b>	<b>83</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	40	0	0	83	15	3	0	0	0	8	0	0	0
<b>TOTAL TALLIN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	92	4	4	0	0	0	-4	0	0	0
<b>TOTAL BELGRADE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS (EURO OPS) LG	S	10	0	0	30	60	10	0	0	0	21	0	0	0
	FINNAIR	S	66	0	0	68	21	11	0	0	0	10	67	8	12
<b>TOTAL HELSINKI</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>16</b>	<b>73</b>
TURKU	FINNAIR	S	50	0	0	78	12	10	0	0	0	7	0	0	0
<b>TOTAL TURKU</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL FINLAND			127	0	0	69	20	10	0	0	0	10	68	16	73
FRANCE															
AJACCIO	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	9	50	19	4
TOTAL AJACCIO			2	0	0	50	50	0	0	0	0	9	44	40	9
BASTIA	MONARCH AIRLINES	C	2	0	2	0	100	0	0	0	0	24	0	0	0
TOTAL BASTIA			2	0	2	0	100	0	0	0	0	24	50	24	2
BORDEAUX	BRITISH AIRWAYS (EURO OPS) LG	S	107	0	0	79	14	5	2	0	0	7	79	9	117
TOTAL BORDEAUX			107	0	0	79	14	5	2	0	0	7	84	5	192
BREST	BRIT AIR	S	60	0	2	90	3	5	2	0	0	7	92	6	61
TOTAL BREST			60	0	2	90	3	5	2	0	0	7	92	6	61
CALVI	AIR 2000	C	2	0	0	100	0	0	0	0	0	-6	100	-9	4
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
	KLM UK LTD	C	4	0	0	75	25	0	0	0	0	16	0	0	0
TOTAL CALVI			8	0	0	75	13	13	0	0	0	13	64	23	11
DINARD	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL DINARD			2	0	0	100	0	0	0	0	0	3	0	0	0
LYON	AIR LIBERTE/ TAT EUROPEAN ALN	S	168	0	10	86	12	2	0	0	0	7	81	11	59
TOTAL LYON			168	0	10	86	12	2	0	0	0	7	81	11	59
MARSEILLE	AIR LIBERTE/ TAT EUROPEAN ALN	S	174	0	4	75	18	5	2	0	0	10	80	9	176
TOTAL MARSEILLE			174	0	4	75	18	5	2	0	0	10	79	8	216
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	68	0	1	66	28	6	0	0	0	12	70	21	60
TOTAL MONTPELLIER			68	0	1	66	28	6	0	0	0	12	70	21	60
NANTES	BRIT AIR	S	120	0	4	55	33	12	1	0	0	15	76	12	121
TOTAL NANTES			120	0	4	55	33	12	1	0	0	15	76	12	121
NICE	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	4	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	28	0	0	54	21	21	4	0	0	20	54	16	35
TOTAL NICE			30	0	0	53	23	20	3	0	0	19	56	19	45
PARIS (CHARLES DE GAULLE)	AIR GABON	S	8	0	0	75	25	0	0	0	0	5	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	274	0	12	71	19	8	3	0	0	12	86	7	338
	CAMEROON AIRLINES	S	7	2	2	14	14	57	0	14	0	66	22	30	9
TOTAL PARIS (CHARLES DE GAULLE)			289	2	14	70	19	9	2	0	0	13	84	8	353
PERPIGNAN	BRITISH AIRWAYS (EURO OPS) LG	S	8	0	0	88	13	0	0	0	0	5	63	16	8
TOTAL PERPIGNAN			8	0	0	88	13	0	0	0	0	5	63	16	8
RENNES	BRIT AIR	S	104	0	4	87	9	3	2	0	0	9	83	9	106
TOTAL RENNES			104	0	4	87	9	3	2	0	0	9	83	9	106
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	76	16	6	3	0	0	11	85	10	124
TOTAL TOULOUSE (BLAGNAC)			120	0	0	76	16	6	3	0	0	11	81	11	140
TOTAL FRANCE			1265	5	42	74	18	6	2	0	0	11	80	10	1481



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	8	0	0	50	38	13	0	0	0	18	0	0	0
TOTAL LIBREVILLE			8	0	0	50	38	13	0	0	0	18	0	0	0
TOTAL GABON			8	0	0	50	38	13	0	0	0	18	0	0	0
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	38	13	50	0	0	0	29	50	13	8
TOTAL BANJUL			8	0	0	38	13	50	0	0	0	29	50	13	8
TOTAL GAMBIA			8	0	0	38	13	50	0	0	0	29	50	13	8
<b>GERMANY</b>															
BERLIN (TEGEL)	DEUTSCHE BA	S	130	0	0	64	25	8	4	0	0	15	0	0	0
TOTAL BERLIN (TEGEL)			130	0	0	64	25	8	4	0	0	15	0	0	0
BREMEN	DEUTSCHE BA	S	184	0	1	85	12	3	0	0	0	6	89	5	18
TOTAL BREMEN			184	0	1	85	12	3	0	0	0	6	89	5	18
COLOGNE (BONN)	CITY FLYER EXPRESS	S	159	0	5	74	20	5	1	0	0	10	0	0	0
TOTAL COLOGNE (BONN)			159	0	5	74	20	5	1	0	0	10	0	0	0
DUSSELDORF	CITY FLYER EXPRESS	S	130	0	1	69	22	8	1	0	0	12	46	20	125
TOTAL DUSSELDORF			130	0	1	69	22	8	1	0	0	12	46	20	125
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	177	1	1	75	16	5	5	0	0	12	89	3	177
TOTAL FRANKFURT MAIN			177	1	1	75	16	5	5	0	0	12	89	3	177
HAMBURG	DEUTSCHE BA	S	128	1	1	84	10	3	2	1	0	5	0	0	0
TOTAL HAMBURG			128	1	1	84	10	3	2	1	0	5	67	19	9
MUNICH	DEUTSCHE BA	S	145	0	0	61	30	7	2	0	0	15	69	16	124
TOTAL MUNICH			145	0	0	61	30	7	2	0	0	15	70	16	125
PADERBORN	EUROWINGS LUFTVERKEHRS	S	62	0	0	81	15	5	0	0	0	8	34	27	61
TOTAL PADERBORN			62	0	0	81	15	5	0	0	0	8	34	27	61
TOTAL GERMANY			1115	3	9	74	19	5	2	0	0	10	67	14	515
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	20	0	0	65	25	10	0	0	0	8	0	0	0
TOTAL ACCRA			20	0	0	65	25	10	0	0	0	8	0	0	0
TOTAL GHANA			20	0	0	65	25	10	0	0	0	8	0	0	0
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	67	0	0	57	22	13	6	1	0	23	69	11	67
TOTAL GIBRALTAR			67	0	0	57	22	13	6	1	0	23	69	11	67
TOTAL GIBRALTAR			67	0	0	57	22	13	6	1	0	23	69	11	67
<b>GREECE</b>															
ATHENS	AIR 2000	C	29	4	3	48	24	28	0	0	0	19	100	0	1
	AIR ATLANTA ICELANDIC	C	2	0	0	0	50	50	0	0	0	42	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ATHENS	AIR HOLLAND	C	2	0	0	0	0	0	100	0	0	111	0	0	0
	AIR TRANSAT	C	5	1	0	80	0	20	0	0	0	-8	0	0	0
	ALL LEISURE AIRLINES LTD	C	3	0	0	33	0	0	33	33	0	143	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	25	50	25	0	0	0	32	63	23	8
	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	34	29	16	21	0	0	33	52	26	62
	CALEDONIAN AIRWAYS	C	7	0	1	43	29	29	0	0	0	20	67	50	6
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	113	0	0	0
	MONARCH AIRLINES	C	41	0	1	49	15	17	20	0	0	29	58	24	36
	TRANSAER	C	2	0	0	0	0	50	50	0	0	72	50	48	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	44	0	0	89	7	5	0	0	0	0	85	1	48
<b>TOTAL ATHENS</b>			<b>204</b>	<b>5</b>	<b>5</b>	<b>50</b>	<b>19</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>22</b>	<b>221</b>
CHANIA	AIR 2000	C	9	0	1	56	11	11	22	0	0	40	33	25	9
	CALEDONIAN AIRWAYS	C	12	0	0	58	0	17	0	17	8	112	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	50	50	0	0	0	37	31	29	16
<b>TOTAL CHANIA</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>12</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>74</b>	<b>42</b>	<b>25</b>	<b>36</b>
CORFU	AIR 2000	C	23	0	1	52	13	26	9	0	0	22	79	9	33
	ALL LEISURE AIRLINES LTD	C	5	1	0	20	40	20	0	20	0	63	80	6	5
	BRITANNIA AIRWAYS	C	23	0	1	96	4	0	0	0	0	-1	73	6	44
	LEISURE INTERNATIONAL	C	8	0	0	25	13	13	50	0	0	69	69	14	16
	MONARCH AIRLINES	C	22	0	2	59	23	14	5	0	0	13	89	-2	19
	MY TRAVEL AIRWAYS UK	C	14	0	1	57	0	14	14	7	7	76	59	22	17
<b>TOTAL CORFU</b>			<b>96</b>	<b>1</b>	<b>5</b>	<b>60</b>	<b>14</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>75</b>	<b>8</b>	<b>151</b>
HERAKLION	AIR 2000	C	24	0	2	75	17	0	8	0	0	8	36	28	25
	ALL LEISURE AIRLINES LTD	C	9	0	1	22	33	11	11	22	0	74	0	57	1
	BRITANNIA AIRWAYS	C	17	0	0	71	6	12	12	0	0	20	54	30	24
	CALEDONIAN AIRWAYS	C	8	1	4	75	13	13	0	0	0	5	91	6	11
	EXCEL AIRWAYS LTD	C	10	1	2	60	10	0	10	20	0	67	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	70	20	10	0	0	0	10	81	6	16
	MONARCH AIRLINES	C	11	0	1	36	18	18	27	0	0	43	60	10	20
	MY TRAVEL AIRWAYS UK	C	7	0	1	29	14	0	29	29	0	101	57	10	7
<b>TOTAL HERAKLION</b>			<b>96</b>	<b>2</b>	<b>11</b>	<b>59</b>	<b>16</b>	<b>7</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>58</b>	<b>18</b>	<b>113</b>
KALAMATA	AIR 2000	C	5	0	1	80	20	0	0	0	0	8	71	10	7
	MONARCH AIRLINES	C	3	0	1	33	0	33	33	0	0	62	60	13	5
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>11</b>	<b>12</b>
KAVALLA	BRITANNIA AIRWAYS	C	5	0	0	80	0	0	0	20	0	53	71	15	7
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	0	11	0	0	7	50	13	10
<b>TOTAL KAVALLA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>24</b>	<b>59</b>	<b>13</b>	<b>17</b>
KEFALLINIA	AIR 2000	C	5	0	1	60	0	40	0	0	0	9	63	9	8
	BRITANNIA AIRWAYS	C	16	0	0	75	13	13	0	0	0	12	64	15	14
	CALEDONIAN AIRWAYS	C	3	0	0	33	0	0	67	0	0	67	0	25	2
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	1	50	64	2
	MY TRAVEL AIRWAYS UK	C	9	0	1	11	22	22	22	22	22	77	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>35</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>32</b>	<b>68</b>	<b>21</b>	<b>44</b>
KOS	AIR 2000	C	20	0	0	85	10	5	0	0	0	6	92	0	12
	ALL LEISURE AIRLINES LTD	C	5	0	1	80	0	0	20	0	0	8	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	78	0	0	22	0	0	20	73	10	11

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KOS	CHALLENGAIR	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	0	50	0	0	0	29	27	53	22
	MY TRAVEL AIRWAYS UK	C	9	0	1	100	0	0	0	0	0	2	0	0	0
<b>TOTAL KOS</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>33</b>	<b>56</b>
LEMNOS	MONARCH AIRLINES	C	2	0	3	0	50	50	0	0	0	27	0	0	0
<b>TOTAL LEMNOS</b>			<b>3</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MITILINI	AIR 2000	C	5	0	1	100	0	0	0	0	0	3	33	33	3
	AIRWORLD AVIATION LTD	C	4	0	0	100	0	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	6	67	16	9
<b>TOTAL MITILINI</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>37</b>	<b>28</b>	<b>19</b>	
PREVEZA	AIR 2000	C	9	0	0	100	0	0	0	0	0	-18	100	-27	5
	AIRWORLD AVIATION LTD	C	4	0	0	100	0	0	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	71	14	14	0	0	0	9	67	-1	3
	CALEDONIAN AIRWAYS	C	3	0	0	33	33	0	33	0	0	32	70	14	10
	MONARCH AIRLINES	C	2	0	0	0	0	0	0	100	0	223	86	0	7
	TRANSAER	C	7	1	1	29	29	14	29	0	0	50	0	0	0
<b>TOTAL PREVEZA</b>			<b>32</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>13</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>81</b>	<b>1</b>	<b>32</b>
RHODES	AIR 2000	C	22	0	2	73	9	14	5	0	0	11	56	24	18
	BRITANNIA AIRWAYS	C	17	1	0	41	18	18	24	0	0	27	76	5	33
	CALEDONIAN AIRWAYS	C	12	0	1	50	8	0	42	0	0	44	69	32	13
	CHALLENGAIR	C	4	0	0	50	0	0	50	0	0	12	0	0	0
	LEISURE INTERNATIONAL	C	4	0	1	100	0	0	0	0	0	-2	0	0	0
	MONARCH AIRLINES	C	9	0	1	67	22	11	0	0	0	11	85	8	13
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	22	0	0	20	44	29	16
<b>TOTAL RHODES</b>			<b>77</b>	<b>1</b>	<b>5</b>	<b>62</b>	<b>10</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>16</b>	<b>96</b>	
SALONIKA	BRITANNIA AIRWAYS	C	5	0	0	80	20	0	0	0	0	2	57	11	14
	MONARCH AIRLINES	C	18	0	0	50	28	22	0	0	0	14	100	-3	9
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	50	0	0	0	0	8	60	13	5
<b>TOTAL SALONIKA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>30</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>41</b>	
SAMOS	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	9	0	0	0
<b>TOTAL SAMOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>33</b>	<b>25</b>	<b>9</b>	
SKIATHOS	AIRWORLD AVIATION LTD	C	16	0	1	88	6	6	0	0	0	2	0	0	0
	ALL LEISURE AIRLINES LTD	C	5	0	0	40	20	20	0	0	20	117	0	0	0
	MONARCH AIRLINES	C	5	0	0	60	0	40	0	0	0	17	57	20	7
	MY TRAVEL AIRWAYS UK	C	8	1	0	88	0	0	0	0	13	172	0	0	0
<b>TOTAL SKIATHOS</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>75</b>	<b>7</b>	<b>32</b>
ZAKINTHOS	AIR 2000	C	14	0	2	79	21	0	0	0	0	-7	79	-1	14
	BRITANNIA AIRWAYS	C	14	0	0	71	21	0	7	0	0	15	61	26	18
	CALEDONIAN AIRWAYS	C	3	0	0	67	0	33	0	0	0	7	33	36	9
	EXCEL AIRWAYS LTD	C	7	0	0	14	0	14	71	0	0	80	0	0	0
	MONARCH AIRLINES	C	16	0	0	56	19	6	19	0	0	27	64	9	11
	MY TRAVEL AIRWAYS UK	C	9	0	0	0	11	33	56	0	0	64	44	25	18
<b>TOTAL ZAKINTHOS</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>16</b>	<b>10</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>24</b>	<b>80</b>
<b>TOTAL GREECE</b>			<b>783</b>	<b>11</b>	<b>41</b>	<b>60</b>	<b>15</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>63</b>	<b>18</b>	<b>969</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	41	24	18	12	0	6	113	65	14	17
GRENADA	CALEDONIAN AIRWAYS	C	10	0	0	30	30	10	0	20	10	164	25	36	4
<b>TOTAL GRENADA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>26</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>132</b>	<b>57</b>	<b>18</b>	<b>21</b>
<b>TOTAL GRENADA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>26</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>132</b>	<b>57</b>	<b>18</b>	<b>21</b>
<b>ICELAND</b>															
KEFLAVIK	EXCEL AIRWAYS LTD	C	18	0	0	44	17	33	6	0	0	24	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>14</b>	<b>59</b>	<b>14</b>
<b>TOTAL ICELAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>14</b>	<b>59</b>	<b>14</b>
<b>INDIA</b>															
DELHI	MONARCH AIRLINES	C	4	0	0	50	0	25	25	0	0	52	0	0	0
<b>TOTAL DELHI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
GOA	BRITANNIA AIRWAYS	C	3	0	1	67	0	33	0	0	0	26	57	28	7
	CALEDONIAN AIRWAYS	C	14	0	0	36	57	0	0	0	7	41	36	26	14
	MONARCH AIRLINES	C	7	0	2	0	0	29	71	0	0	87	70	10	10
<b>TOTAL GOA</b>			<b>24</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>33</b>	<b>13</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>52</b>	<b>21</b>	<b>31</b>
<b>TOTAL INDIA</b>			<b>28</b>	<b>0</b>	<b>3</b>	<b>32</b>	<b>29</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>54</b>	<b>19</b>	<b>35</b>
<b>INDONESIA</b>															
BALI INTERNATIONAL	GARUDA INDONESIA	S	16	0	0	56	19	13	0	0	13	67	28	79	18
<b>TOTAL BALI INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>28</b>	<b>79</b>	<b>18</b>
<b>TOTAL INDONESIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>27</b>	<b>84</b>	<b>26</b>
<b>IRISH REPUBLIC</b>															
CORK	CITY FLYER EXPRESS	S	139	1	1	80	8	9	3	0	0	8	79	10	70
<b>TOTAL CORK</b>			<b>139</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>70</b>
DUBLIN	CITY FLYER EXPRESS	S	246	0	2	74	16	9	1	0	0	12	78	9	243
	RYANAIR	S	257	3	3	79	9	10	2	0	0	9	83	10	193
<b>TOTAL DUBLIN</b>			<b>503</b>	<b>4</b>	<b>5</b>	<b>77</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>440</b>
SHANNON	AB AIRLINES	S	156	0	0	83	9	4	3	0	0	5	0	0	0
<b>TOTAL SHANNON</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>798</b>	<b>5</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>510</b>
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	3	0	1	0	100	0	0	0	0	20	0	0	0
	LEISURE INTERNATIONAL	C	4	0	0	50	0	25	25	0	0	22	0	0	0
<b>TOTAL OVDA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>43</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>4</b>	<b>4</b>
TEL AVIV	AIR 2000	C	25	0	0	28	16	20	32	4	0	60	23	51	22
	AIRWORLD AVIATION LTD	C	3	3	0	67	0	0	33	0	0	40	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	50	24	15	10	2	0	26	55	16	58
	CALEDONIAN AIRWAYS	C	19	1	1	53	16	21	11	0	0	25	25	251	4

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TEL AVIV	EL AL	C	8	0	0	25	25	25	25	0	0	31	100	4	4
	MONARCH AIRLINES	C	40	0	0	25	20	25	30	0	0	52	19	45	52
<b>TOTAL TEL AVIV</b>			<b>159</b>	<b>4</b>	<b>1</b>	<b>40</b>	<b>20</b>	<b>19</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>34</b>	<b>43</b>	170
<b>TOTAL ISRAEL</b>			<b>166</b>	<b>4</b>	<b>2</b>	<b>39</b>	<b>21</b>	<b>19</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>42</b>	174
<b>ITALY</b>															
ALGHERO/SASSARI	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL ALGHERO/SASSARI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>21</b>	1
BOLOGNA	ALITALIA	S	62	0	0	65	26	10	0	0	0	12	60	29	62
	BRITISH WORLD AIRLINES LTD	C	18	0	0	28	11	39	17	6	0	51	31	48	13
<b>TOTAL BOLOGNA</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>33</b>	81
CAGLIARI (ELMAS)	MERIDIANA AIR	S	62	0	0	47	35	13	5	0	0	20	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>35</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
CATANIA (FONTANAROSSA)	ALITALIA	S	62	0	0	66	26	6	2	0	0	11	58	27	62
	MONARCH AIRLINES	C	10	0	2	10	40	40	10	0	0	34	0	59	4
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>28</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>28</b>	74
FLORENCE	ALITALIA	S	52	0	0	46	37	12	6	0	0	22	0	0	0
	MERIDIANA AIR	S	62	0	0	55	26	16	3	0	0	16	65	17	124
<b>TOTAL FLORENCE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>17</b>	124
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	2	71	15	8	7	0	0	13	83	6	121
<b>TOTAL GENOA</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>6</b>	121
MILAN (LINATE)	BRITISH AIRWAYS (EURO OPS) LG	S	122	0	2	60	20	11	8	0	0	19	42	41	62
	EUROPEAN AIR CHARTER	C	16	0	0	13	19	25	44	0	0	62	22	80	18
<b>TOTAL MILAN (LINATE)</b>			<b>138</b>	<b>3</b>	<b>2</b>	<b>54</b>	<b>20</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>37</b>	<b>50</b>	80
MILAN (MALPENSA)	BRITISH WORLD AIRLINES LTD	C	10	0	0	50	10	20	20	0	0	37	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	31	0	0	0
	LEISURE INTERNATIONAL	C	9	3	1	22	22	33	22	0	0	43	36	43	14
	MONARCH AIRLINES	C	5	0	1	20	0	0	80	0	0	96	63	14	8
<b>TOTAL MILAN (MALPENSA)</b>			<b>27</b>	<b>3</b>	<b>2</b>	<b>30</b>	<b>15</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>42</b>	<b>40</b>	24
NAPLES	AIR 2000	C	14	0	0	50	0	7	43	0	0	57	14	63	7
	BRITANNIA AIRWAYS	C	16	0	1	69	19	6	6	0	0	14	50	25	18
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	70	20	8	1	1	0	13	77	9	124
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	29	0	0	0
	MONARCH AIRLINES	C	20	0	0	45	15	20	20	0	0	28	31	33	16
	MY TRAVEL AIRWAYS UK	C	7	0	2	43	0	14	0	43	0	104	0	0	0
<b>TOTAL NAPLES</b>			<b>186</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>16</b>	165
OLBIA	AIR 2000	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
	MERIDIANA AIR	S	8	0	0	63	25	13	0	0	0	12	0	0	0
<b>TOTAL OLBIA</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>-4</b>	2
PALERMO	ALL LEISURE AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	23	0	0	0
<b>TOTAL PALERMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>25</b>	<b>29</b>	8
PISA	BRITANNIA AB	C	2	0	0	100	0	0	0	0	0	6	50	42	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PISA	EUROPEAN AIR CHARTER	C	2	0	2	50	50	0	0	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	22	0	0	73	5	23	0	0	0	14	0	0	0
	LEISURE INTERNATIONAL	C	6	0	1	83	0	17	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	20	0	0	25	30	35	10	0	0	31	38	54	16
<b>TOTAL PISA</b>			<b>52</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>15</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>48</b>	<b>37</b>	<b>52</b>
RIMINI	BRITANNIA AIRWAYS	C	2	0	1	100	0	0	0	0	0	3	0	0	0
<b>TOTAL RIMINI</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	ALL LEISURE AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	53	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	22	0	0	45	14	27	14	0	0	29	45	56	22
<b>TOTAL ROME (CIAMPINO)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>45</b>	<b>47</b>	<b>31</b>
ROME (FIUMICINO)	ALITALIA	S	60	0	0	62	27	12	0	0	0	13	50	29	56
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	2	55	32	7	7	0	0	19	63	28	62
<b>TOTAL ROME (FIUMICINO)</b>			<b>120</b>	<b>1</b>	<b>2</b>	<b>58</b>	<b>29</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>23</b>	<b>177</b>
TREVISO	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	76	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	0	50	50	0	0	0	30	0	0	0
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL TREVISO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	AIR 2000	C	10	0	0	90	10	0	0	0	0	4	0	0	0
	ALITALIA	S	124	0	0	64	23	10	3	0	0	15	75	9	122
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	17	20	46	10
	CALEDONIAN AIRWAYS	C	2	0	0	0	50	50	0	0	0	32	0	0	0
	EXCEL AIRWAYS LTD	C	15	1	0	67	27	7	0	0	0	4	0	0	0
	LEISURE INTERNATIONAL	C	3	0	0	0	0	33	67	0	0	62	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	8	85	13	20
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	25	25	0	0	39	100	-5	4
<b>TOTAL VENICE</b>			<b>175</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>16</b>	<b>186</b>
VERONA	BRITANNIA AIRWAYS	C	5	0	0	20	0	20	60	0	0	71	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	122	0	0	81	10	7	2	0	0	10	79	8	122
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	50	50	0	0	88	0	0	0
<b>TOTAL VERONA</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>11</b>	<b>135</b>
<b>TOTAL ITALY</b>			<b>1333</b>	<b>8</b>	<b>20</b>	<b>60</b>	<b>21</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>22</b>	<b>1265</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	13	0	0	31	38	8	23	0	0	44	31	34	13
<b>TOTAL KINGSTON</b>			<b>14</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>36</b>	<b>7</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>37</b>	<b>15</b>
MONTEGO BAY	BRITANNIA AIRWAYS	C	9	0	1	33	0	44	11	0	11	135	0	0	0
	BRITISH AIRWAYS PLC	S	13	0	0	77	0	0	23	0	0	16	8	51	13
	MONARCH AIRLINES	C	10	0	0	70	10	10	10	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	11	22	0	44	22	0	108	36	46	14
<b>TOTAL MONTEGO BAY</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>7</b>	<b>12</b>	<b>22</b>	<b>5</b>	<b>2</b>	<b>63</b>	<b>41</b>	<b>36</b>	<b>37</b>
<b>TOTAL JAMAICA</b>			<b>55</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>15</b>	<b>11</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>60</b>	<b>37</b>	<b>36</b>	<b>52</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>JORDAN</b>															
AMMAN	ROYAL JORDANIAN	C	8	0	0	63	13	0	25	0	0	21	0	0	0
TOTAL AMMAN			8	0	0	63	13	0	25	0	0	21	0	0	0
TOTAL JORDAN			8	0	0	63	13	0	25	0	0	21	0	0	0
<b>KENYA</b>															
MOMBASA	CALEDONIAN AIRWAYS	C	8	0	0	75	0	25	0	0	0	12	61	15	18
	MONARCH AIRLINES	C	8	1	0	13	0	13	63	13	0	90	30	60	10
TOTAL MOMBASA			16	1	0	44	0	19	31	6	0	51	58	25	38
NAIROBI	BRITISH AIRWAYS PLC	S	16	0	0	56	25	0	19	0	0	19	0	0	0
TOTAL NAIROBI			16	0	0	56	25	0	19	0	0	19	0	0	0
TOTAL KENYA			32	1	0	50	13	9	25	3	0	35	58	25	38
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	11	0	1	82	18	0	0	0	0	3	78	10	58
	RIGA AIRLINES EXPRESS	S	44	0	0	45	11	14	27	2	0	40	50	41	52
TOTAL RIGA			55	0	1	53	13	11	22	2	0	33	64	25	111
TOTAL LATVIA			55	0	1	53	13	11	22	2	0	33	64	25	111
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL LILONGWE			8	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL MALAWI			8	0	0	100	0	0	0	0	0	6	0	0	0
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	14	0	0	43	7	14	21	14	0	72	75	6	4
TOTAL MALE INTERNATIONAL			22	0	0	59	9	9	14	9	0	46	85	-1	13
TOTAL MALDIVE ISLANDS			22	0	0	59	9	9	14	9	0	46	85	-1	13
<b>MALTA</b>															
MALTA	AIR 2000	C	9	0	0	22	22	33	22	0	0	50	75	9	16
	AIR MALTA	C	3	0	0	0	33	67	0	0	0	43	0	0	0
	AIR MALTA	S	77	0	1	66	18	14	1	0	0	11	72	7	61
	AIRWORLD AVIATION LTD	C	4	0	0	75	0	25	0	0	0	13	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	61	17	11	11	0	0	26	44	20	18
	CALEDONIAN AIRWAYS	C	2	0	1	100	0	0	0	0	0	-24	46	50	13
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-20	0	0	0
	GB AIRWAYS LTD	S	34	0	0	68	15	12	6	0	0	19	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	0	25	25	50	0	0	62	0	0	0
	MONARCH AIRLINES	C	10	0	0	20	30	20	30	0	0	51	11	50	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	0	10	0	0	13	40	28	10
TOTAL MALTA			177	0	2	59	18	15	8	0	0	21	62	17	138
TOTAL MALTA			177	0	2	59	18	15	8	0	0	21	62	17	138

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	18	0	0	72	17	6	6	0	0	8	78	24	18
TOTAL MAURITIUS			18	0	0	72	17	6	6	0	0	8	78	24	18
TOTAL MAURITIUS			18	0	0	72	17	6	6	0	0	8	78	24	18
<b>MEXICO</b>															
CANCUN	BRITANNIA AIRWAYS	C	9	0	0	67	33	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	10	0	0	40	20	20	20	0	0	38	0	0	0
TOTAL CANCUN			19	0	0	53	26	11	11	0	0	22	60	22	10
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	0	15	0	0	0
	LEISURE INTL AIRWAYS LTD	C	5	0	0	40	0	0	60	0	0	47	100	-15	4
TOTAL PUERTO VALLARTA			13	0	0	46	8	23	23	0	0	27	100	-15	4
TOTAL MEXICO			32	0	0	50	19	16	16	0	0	24	71	12	14
<b>MOROCCO</b>															
AGADIR	CALEDONIAN AIRWAYS	C	8	0	1	50	25	0	25	0	0	23	0	0	0
	GB AIRWAYS LTD	S	4	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL AGADIR			12	0	1	67	17	0	17	0	0	17	76	16	25
MARRAKESH	GB AIRWAYS LTD	S	14	0	0	64	7	21	7	0	0	20	0	0	0
TOTAL MARRAKESH			14	0	0	64	7	21	7	0	0	20	0	0	0
TANGIERS (IBN BATUTA)	EXCEL AIRWAYS LTD	C	7	0	0	57	0	14	29	0	0	28	0	0	0
TOTAL TANGIERS (IBN BATUTA)			7	0	0	57	0	14	29	0	0	28	100	-6	10
TOTAL MOROCCO			33	0	1	64	9	12	15	0	0	21	83	10	35
<b>NEPAL</b>															
KATHMANDU	ROYAL NEPAL AIRLINES	S	16	0	0	13	19	38	31	0	0	56	0	202	16
TOTAL KATHMANDU			16	0	0	13	19	38	31	0	0	56	0	202	16
TOTAL NEPAL			16	0	0	13	19	38	31	0	0	56	0	202	16
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	244	0	2	80	16	4	1	0	0	9	71	9	17
	TRANSAVIA	S	233	0	2	76	17	6	1	1	0	12	72	17	230
TOTAL AMSTERDAM			477	1	4	78	16	5	1	0	0	10	72	16	247
MAASTRICHT	B A S E BUSINESS AIRLINES	S	94	0	6	29	48	18	5	0	0	26	65	21	98
TOTAL MAASTRICHT			94	0	6	29	48	18	5	0	0	26	65	21	98
ROTTERDAM	CITY FLYER EXPRESS	S	223	0	0	79	12	7	2	0	0	9	59	15	210
TOTAL ROTTERDAM			223	0	0	79	12	7	2	0	0	9	59	15	210
TOTAL NETHERLANDS			794	1	10	72	19	7	2	0	0	12	66	17	557
<b>NIGERIA</b>															
KANO	BRITISH AIRWAYS PLC	S	4	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL KANO			4	0	0	75	25	0	0	0	0	6	0	0	0
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	58	23	15	5	0	0	15	66	28	62



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL LAGOS			62	0	0	58	23	15	5	0	0	15	66	28	62
TOTAL NIGERIA			66	0	0	59	23	14	5	0	0	15	66	28	62
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	62	0	0	60	37	3	0	0	0	13	87	3	62
TOTAL BERGEN			62	0	0	60	37	3	0	0	0	13	87	3	62
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	54	0	0	76	20	4	0	0	0	10	74	12	53
TOTAL KRISTIANSAND (KJEVIK)			54	0	0	76	20	4	0	0	0	10	74	12	53
OSLO (FORNEBU)	BRAATHENS ASA	S	80	0	0	73	25	3	0	0	0	10	85	5	78
	BRAATHENS ASA	C	2	0	0	0	0	100	0	0	0	44	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	64	0	0	80	13	5	3	0	0	10	77	7	53
TOTAL OSLO (FORNEBU)			146	0	0	75	19	5	1	0	0	11	82	5	131
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	54	0	0	67	19	9	6	0	0	16	83	14	53
TOTAL STAVANGER			54	0	0	67	19	9	6	0	0	16	83	14	53
TOTAL NORWAY			316	0	0	71	23	5	2	0	0	12	82	8	299
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	20	0	0	60	15	10	15	0	0	25	56	23	18
TOTAL ISLAMABAD			20	0	0	60	15	10	15	0	0	25	56	23	18
TOTAL PAKISTAN			20	0	0	60	15	10	15	0	0	25	56	23	18
<b>POLAND</b>															
GDANSK	AOM FRENCH AIRLINES	C	2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL GDANSK			2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL POLAND			3	0	0	33	67	0	0	0	0	16	0	0	0
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	35	0	1	57	23	6	14	0	0	26	74	26	38
	AIR ATLANTA ICELANDIC	C	4	0	0	50	25	25	0	0	0	17	78	7	9
	BRITANNIA AIRWAYS	C	18	0	0	89	6	6	0	0	0	2	68	13	25
	BRITISH AIRWAYS (EURO OPS) LG	S	110	0	0	67	21	5	7	0	0	13	75	9	114
	CALEDONIAN AIRWAYS	C	48	0	0	40	25	6	23	2	4	61	59	17	17
	CHALLENGAIR	C	10	0	0	20	30	0	30	20	0	93	0	0	0
	EUROPEAN AIR CHARTER	C	2	2	0	50	50	0	0	0	0	-3	50	14	2
	EXCEL AIRWAYS LTD	C	21	0	0	38	33	19	0	10	0	42	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	13	25	25	38	0	0	51	55	19	20
	MONARCH AIRLINES	C	53	0	0	26	19	30	25	0	0	41	56	33	57
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	13	13	19	13	0	54	55	32	20
	SATA	C	8	0	0	38	13	0	50	0	0	48	0	0	0
	TRANSAER	C	10	0	0	20	30	10	40	0	0	47	73	33	11
TOTAL FARO			344	3	1	49	22	11	16	2	1	34	65	22	342
LISBON	AIRWORLD AVIATION LTD	C	7	0	1	71	0	0	0	29	0	65	0	0	0
	SATA	C	18	0	0	33	28	17	0	11	11	103	0	0	0
TOTAL LISBON			25	1	1	44	20	12	0	16	8	92	63	20	19
OPORTO (PORTUGAL)	BRITISH AIRWAYS (EURO OPS) LG	S	10	0	0	60	20	20	0	0	0	16	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
OPORTO (PORTUGAL)	EUROPEAN AIR CHARTER	C	5	0	3	80	20	0	0	0	0	10	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>15</b>	<b>5</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>385</b>	<b>4</b>	<b>10</b>	<b>50</b>	<b>21</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>65</b>	<b>22</b>	<b>366</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	CALEDONIAN AIRWAYS	C	16	0	0	56	13	13	19	0	0	30	50	16	2
	GB AIRWAYS LTD	S	26	0	0	73	23	4	0	0	0	4	58	36	26
	MONARCH AIRLINES	C	27	2	0	81	4	0	11	4	0	19	100	0	22
<b>TOTAL FUNCHAL</b>			<b>69</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>12</b>	<b>84</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>69</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>12</b>	<b>84</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	7	0	0	71	14	14	0	0	0	8	67	15	9
	BRITISH AIRWAYS PLC	S	8	0	0	38	13	0	0	50	0	122	78	11	9
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>69</b>	<b>68</b>	<b>13</b>	<b>19</b>
<b>TOTAL PUERTO RICO</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>69</b>	<b>68</b>	<b>13</b>	<b>19</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	16	1	1	69	19	0	6	6	0	12	50	28	16
<b>TOTAL DOHA</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>28</b>	<b>16</b>
<b>TOTAL QATAR</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>28</b>	<b>16</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
JOHANNESBURG	CALEDONIAN AIRWAYS	C	6	0	0	50	17	0	33	0	0	37	0	0	0
<b>TOTAL JOHANNESBURG</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	8	0	6	0	13	50	13	25	0	101	50	23	8
<b>TOTAL SANAA</b>			<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>101</b>	<b>50</b>	<b>23</b>	<b>8</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>101</b>	<b>50</b>	<b>23</b>	<b>8</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	54	0	0	67	24	7	2	0	0	12	85	7	26
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>26</b>
<b>TOTAL RUMANIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>26</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	77	13	8	2	0	0	8	85	4	46
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>6</b>	<b>54</b>
ST PETERSBURG	AEROFLOT	S	18	0	0	83	17	0	0	0	0	4	0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>55</b>	<b>1</b>
<b>TOTAL RUSSIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>7</b>	<b>55</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	LEISURE INTL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	11	0	0	0
TOTAL ST KITTS			2	0	0	100	0	0	0	0	0	11	0	0	0
TOTAL SAINT KITTS AND NEVIS			2	0	0	100	0	0	0	0	0	11	0	0	0
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	44	28	11	0	0	17	215	61	13	18
TOTAL SEYCHELLES			18	0	0	44	28	11	0	0	17	215	61	13	18
TOTAL SEYCHELLES			18	0	0	44	28	11	0	0	17	215	61	13	18
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	18	0	0	61	22	11	6	0	0	21	78	7	27
	AIR ATLANTA ICELANDIC	C	8	0	0	0	0	0	100	0	0	95	0	0	0
	BRITANNIA AB	C	2	0	0	50	0	50	0	0	0	33	0	103	2
	BRITANNIA AIRWAYS	C	18	0	0	72	17	11	0	0	0	7	63	15	27
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	CALEDONIAN AIRWAYS	C	26	2	0	35	15	15	12	23	0	70	0	171	8
	EXCEL AIRWAYS LTD	C	22	0	0	82	9	0	9	0	0	13	0	0	0
	LEISURE INTERNATIONAL	C	14	0	0	64	7	0	14	14	0	45	52	32	31
	MONARCH AIRLINES	C	26	0	0	35	31	8	19	8	0	53	65	38	85
	MY TRAVEL AIRWAYS UK	C	9	1	0	67	0	22	11	0	0	27	76	7	17
	NORDIC EUROPEAN AIRLINES	C	2	0	0	100	0	0	0	0	0	-15	0	0	0
	TRANSAER	C	2	0	0	0	0	100	0	0	0	44	33	46	9
TOTAL ALICANTE			150	3	0	53	15	11	15	7	0	39	62	30	253
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	83	6	11	0	0	0	8	88	4	17
	CALEDONIAN AIRWAYS	C	4	0	0	50	50	0	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	9	0	1	67	11	11	11	0	0	18	56	17	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	20	50	0	10	0	60	38	20	8
TOTAL ALMERIA			41	0	1	61	15	20	2	2	0	23	64	16	42
BARCELONA	AIR EUROPA	S	54	0	0	52	24	11	13	0	0	20	0	0	0
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	16	0	0	0
TOTAL BARCELONA			60	0	0	52	22	13	13	0	0	21	50	35	14
BILBAO	MONARCH AIRLINES	C	2	0	0	0	0	50	50	0	0	54	0	0	0
TOTAL BILBAO			2	0	0	0	0	50	50	0	0	54	40	20	5
GERONA	AIR 2000	C	8	0	2	100	0	0	0	0	0	0	100	-10	10
	BRITANNIA AIRWAYS	C	16	0	0	81	0	19	0	0	0	6	38	45	13
	MY TRAVEL AIRWAYS UK	C	8	2	0	25	13	13	38	0	13	82	38	35	8
TOTAL GERONA			33	2	2	73	3	12	9	0	3	23	49	39	43
IBIZA	AIR 2000	C	27	0	3	85	7	4	4	0	0	4	85	11	26
	AIRWORLD AVIATION LTD	C	9	0	0	78	11	11	0	0	0	8	71	15	7
	BRITANNIA AIRWAYS	C	58	2	0	66	10	12	7	5	0	23	77	8	39
	CALEDONIAN AIRWAYS	C	14	0	0	86	7	0	7	0	0	4	100	-6	4
	LEISURE INTERNATIONAL	C	12	0	0	33	8	25	17	17	0	55	78	7	9
	MONARCH AIRLINES	C	19	0	1	68	5	5	11	11	0	33	65	23	37
	MY TRAVEL AIRWAYS UK	C	14	0	2	21	0	14	36	21	7	136	43	40	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
IBIZA	TRANSAER	C	4	0	0	0	0	25	75	0	0	65	100	-12	5
<b>TOTAL IBIZA</b>			<b>159</b>	<b>3</b>	<b>7</b>	<b>64</b>	<b>8</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>32</b>	<b>73</b>	<b>17</b>	<b>155</b>
JEREZ	GB AIRWAYS LTD	S	18	0	0	78	22	0	0	0	0	11	0	0	0
<b>TOTAL JEREZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA CORUNA	AVIACO	S	6	0	0	83	17	0	0	0	0	-1	0	0	0
<b>TOTAL LA CORUNA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	AIR EUROPA	S	54	0	0	48	22	20	9	0	0	23	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	52	22	19	7	1	0	24	82	7	186
	IBERIA	S	54	0	0	22	28	31	19	0	0	39	86	8	112
	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	25	0	0	0
	SPANAIR	C	18	0	0	39	33	17	11	0	0	27	56	20	18
<b>TOTAL MADRID</b>			<b>315</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>24</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>80</b>	<b>10</b>	<b>326</b>
MAHON	AIR 2000	C	25	0	1	56	16	16	8	4	0	32	74	22	23
	AIRWORLD AVIATION LTD	C	5	0	1	40	20	0	20	20	0	57	71	9	7
	BRITANNIA AIRWAYS	C	31	0	0	58	23	16	0	0	3	32	66	17	35
	CALEDONIAN AIRWAYS	C	10	1	1	50	0	20	20	10	0	64	60	56	10
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	38	50	0	13	0	0	28	38	21	8
	MONARCH AIRLINES	C	24	0	0	46	38	0	17	0	0	25	54	20	26
	MY TRAVEL AIRWAYS UK	C	16	0	1	75	0	0	25	0	0	28	62	18	21
<b>TOTAL MAHON</b>			<b>121</b>	<b>2</b>	<b>4</b>	<b>55</b>	<b>21</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>63</b>	<b>21</b>	<b>142</b>
MALAGA	AIR 2000	C	32	0	0	50	19	13	19	0	0	29	74	14	35
	AIR ATLANTA ICELANDIC	C	18	0	0	28	6	0	61	6	0	87	0	68	3
	ALL LEISURE AIRLINES LTD	C	8	0	0	13	38	50	0	0	0	30	83	5	12
	BRITANNIA AIRWAYS	C	17	0	0	65	12	6	18	0	0	21	83	7	30
	BRITISH AIRWAYS (EURO OPS) LG	S	138	0	0	66	23	10	1	0	0	13	60	20	140
	CALEDONIAN AIRWAYS	C	29	0	2	48	17	17	14	3	0	33	63	36	16
	CHALLENGAIR	C	8	0	0	25	0	25	0	0	50	237	0	0	0
	EXCEL AIRWAYS LTD	C	23	0	0	61	13	22	4	0	0	19	0	0	0
	LEISURE INTERNATIONAL	C	24	0	2	50	0	8	42	0	0	48	94	10	36
	MONARCH AIRLINES	C	63	0	1	40	10	17	27	3	3	56	54	42	56
	MY TRAVEL AIRWAYS UK	C	17	0	0	41	12	24	12	12	0	53	78	16	18
	TRANSAER	C	9	3	3	56	0	33	11	0	0	27	69	43	13
	VIVA	C	2	0	1	0	0	100	0	0	0	32	73	22	15
<b>TOTAL MALAGA</b>			<b>388</b>	<b>3</b>	<b>9</b>	<b>52</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>36</b>	<b>70</b>	<b>21</b>	<b>491</b>
MURCIA SAN JAVIER	AIR 2000	C	8	0	0	13	25	38	25	0	0	65	0	0	0
	GB AIRWAYS LTD	S	25	0	0	56	28	16	0	0	0	17	31	36	16
<b>TOTAL MURCIA SAN JAVIER</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>40</b>	<b>24</b>
PALMA DE MALLORCA	AIR 2000	C	66	2	2	67	17	5	9	0	3	54	55	27	44
	AIR EUROPA	C	8	0	4	13	13	63	13	0	0	36	0	0	0
	BRITANNIA AIRWAYS	C	98	0	0	76	8	10	6	0	0	9	67	19	106
	CALEDONIAN AIRWAYS	C	8	0	0	25	38	25	0	0	13	82	60	36	15
	CENTENNIAL AIRLINES	S	33	0	5	76	9	3	12	0	0	17	67	22	18
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-3	0	0	0
	FUTURA AIRLINES	C	6	0	0	67	0	33	0	0	0	10	0	0	0
	IBERIA	S	50	0	2	84	6	10	0	0	0	6	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	LEISURE INTERNATIONAL	C	8	0	0	0	50	13	38	0	0	58	25	29	8
	MONARCH AIRLINES	C	50	0	5	44	18	14	20	4	0	45	58	31	40
	MY TRAVEL AIRWAYS UK	C	46	1	2	46	9	24	13	9	0	52	85	8	34
	VIVA	C	6	2	0	67	0	33	0	0	0	15	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>383</b>	<b>5</b>	<b>21</b>	<b>63</b>	<b>12</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>61</b>	<b>25</b>	<b>308</b>
REUS	AIR 2000	C	9	0	1	89	0	11	0	0	0	7	78	1	9
	BRITANNIA AIRWAYS	C	16	1	0	69	13	6	13	0	0	18	71	23	14
	MONARCH AIRLINES	C	8	2	0	100	0	0	0	0	0	-17	67	22	15
	MY TRAVEL AIRWAYS UK	C	14	1	0	64	14	7	14	0	0	13	0	0	0
<b>TOTAL REUS</b>			<b>47</b>	<b>4</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>18</b>	<b>38</b>	
VALENCIA	GB AIRWAYS LTD	S	49	0	0	90	4	2	4	0	0	7	78	25	36
<b>TOTAL VALENCIA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>24</b>	<b>38</b>
ZARAGOZA	AVIACO	S	6	0	0	83	17	0	0	0	0	0	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1811</b>	<b>22</b>	<b>45</b>	<b>57</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>68</b>	<b>20</b>	<b>1938</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	18	0	0	50	22	28	0	0	0	20	63	53	16
	AIR ATLANTA ICELANDIC	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	ALL LEISURE AIRLINES LTD	C	10	0	0	10	50	30	10	0	0	35	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	50	28	18
	CALEDONIAN AIRWAYS	C	18	0	0	11	22	11	33	11	11	115	38	47	8
	EXCEL AIRWAYS LTD	C	12	0	0	58	25	8	0	0	8	130	0	0	0
	LEISURE INTERNATIONAL	C	9	0	1	0	0	78	22	0	0	53	0	0	0
	MONARCH AIRLINES	C	29	0	1	52	21	7	21	0	0	30	56	20	27
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	0	0	38	0	116	73	18	15
	TRANSAER	C	6	0	0	33	17	17	33	0	0	53	67	15	6
	<b>TOTAL ARRECIFE</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>22</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>58</b>	<b>61</b>	<b>24</b>
FUERTEVENTURA	AIR 2000	C	11	0	0	73	27	0	0	0	0	12	88	4	8
	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	0	12	56	24	18
	EXCEL AIRWAYS LTD	C	10	0	0	50	30	20	0	0	0	13	0	0	0
	FUTURA AIRLINES	C	9	0	0	78	11	0	11	0	0	7	0	0	0
	MONARCH AIRLINES	C	12	0	0	42	42	8	8	0	0	23	75	9	20
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	17	11	11	22	0	76	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>72</b>	<b>13</b>	<b>50</b>
LAS PALMAS	AIR 2000	C	8	0	0	50	13	13	13	0	13	122	61	19	31
	AIR ATLANTA ICELANDIC	C	2	0	0	50	50	0	0	0	0	19	0	0	0
	AIR EUROPA	C	16	0	0	56	19	0	25	0	0	32	100	3	7
	AIRWORLD AVIATION LTD	C	8	0	0	50	0	13	13	25	0	68	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	76	12	12	0	0	0	12	67	13	18
	CALEDONIAN AIRWAYS	C	9	0	0	78	11	11	0	0	0	4	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	13	13	38	38	0	0	71	100	-6	10
	MONARCH AIRLINES	C	17	0	1	29	29	24	18	0	0	37	63	21	38
	MY TRAVEL AIRWAYS UK	C	26	0	0	42	8	23	12	15	0	69	78	10	9
	TRANSAER	C	6	0	0	83	0	17	0	0	0	4	0	0	0
	<b>TOTAL LAS PALMAS</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>14</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>45</b>	<b>70</b>	<b>15</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	AIR 2000	C	44	0	0	52	27	9	11	0	0	24	48	32	48
	AIR ATLANTA ICELANDIC	C	8	0	0	75	0	0	25	0	0	36	0	0	0
	AIR EUROPA	C	15	0	0	47	13	13	13	13	0	46	0	0	0
	ALL LEISURE AIRLINES LTD	C	4	0	0	0	25	25	50	0	0	58	53	14	15
	BRITANNIA AIRWAYS	C	26	0	0	65	19	8	8	0	0	15	63	54	38
	CALEDONIAN AIRWAYS	C	22	1	0	18	5	23	55	0	0	75	19	40	16
	CHALLENGAIR	C	12	2	0	8	25	17	0	0	50	251	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	12	0	0	0
	FUTURA AIRLINES	C	13	0	0	62	23	0	15	0	0	12	0	0	0
	MONARCH AIRLINES	C	60	0	0	32	13	23	18	10	3	83	63	25	65
	MY TRAVEL AIRWAYS UK	C	20	0	0	30	15	20	35	0	0	45	81	46	26
	SPANAIR	C	3	0	1	33	0	33	33	0	0	43	0	0	0
	TRANSAER	C	12	0	0	58	17	25	0	0	0	21	69	21	13
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>243</b>	<b>3</b>	<b>1</b>	<b>42</b>	<b>16</b>	<b>16</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>57</b>	<b>58</b>	<b>43</b>	<b>283</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>550</b>	<b>3</b>	<b>4</b>	<b>45</b>	<b>18</b>	<b>16</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>51</b>	<b>62</b>	<b>30</b>	<b>587</b>
<b>SRI LANKA</b>															
COLOMBO	BRITISH AIRWAYS PLC	S	18	0	0	83	0	6	6	6	0	14	100	0	1
<b>TOTAL COLOMBO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>7</b>	<b>10</b>
<b>TOTAL SRI LANKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>7</b>	<b>10</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	5	0	0	40	40	0	0	20	0	61	0	0	0
	BRITISH AIRWAYS PLC	S	26	0	0	35	23	15	19	8	0	57	59	56	27
	CALEDONIAN AIRWAYS	C	4	0	0	25	50	0	0	0	25	124	80	12	5
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>29</b>	<b>11</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>65</b>	<b>63</b>	<b>49</b>	<b>32</b>
<b>TOTAL ST LUCIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>29</b>	<b>11</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>65</b>	<b>63</b>	<b>49</b>	<b>32</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	81	15	3	2	0	0	8	85	7	62
<b>TOTAL GOTEBORG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>17</b>	<b>85</b>
STOCKHOLM (ARLANDA)	AIR 2000	C	18	0	0	33	28	33	6	0	0	24	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	114	0	0	80	11	4	4	0	0	10	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>16</b>	<b>63</b>
<b>TOTAL SWEDEN</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>17</b>	<b>148</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS (EURO OPS) LG	S	177	0	1	80	10	7	3	0	0	11	75	13	178
<b>TOTAL GENEVA</b>			<b>177</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>16</b>	<b>198</b>
ZURICH	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	70	24	6	0	0	0	11	0	0	0
<b>TOTAL ZURICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>48</b>	<b>36</b>	<b>141</b>
<b>TOTAL SWITZERLAND</b>			<b>301</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>24</b>	<b>339</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	28	0	0	86	4	4	7	0	0	9	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL DAR-ES-SALAAM			28	0	0	86	4	4	7	0	0	9	0	0	0
TOTAL TANZANIA			28	0	0	86	4	4	7	0	0	9	0	0	0
THAILAND															
BANGKOK	MONARCH AIRLINES	C	5	0	0	40	20	0	40	0	0	61	0	0	0
TOTAL BANGKOK			5	0	0	40	20	0	40	0	0	61	100	6	4
PHUKET	MONARCH AIRLINES	C	5	0	0	20	60	0	20	0	0	49	0	0	0
TOTAL PHUKET			5	0	0	20	60	0	20	0	0	49	80	1	5
TOTAL THAILAND			10	0	0	30	40	0	30	0	0	55	89	3	9
TRINIDAD AND TOBAGO															
TOBAGO	CALEDONIAN AIRWAYS	C	13	0	0	15	23	31	8	8	15	183	50	19	4
TOTAL TOBAGO			13	0	0	15	23	31	8	8	15	183	50	19	4
TOTAL TRINIDAD AND TOBAGO			13	0	0	15	23	31	8	8	15	183	50	19	4
TUNISIA															
MONASTIR	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	20	0	0	22	88	11	17
	MONARCH AIRLINES	C	19	0	1	32	5	37	16	11	0	52	20	70	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	11	11	44	22	11	0	76	39	36	18
	NOUVELAIR TUNISIE	C	9	0	3	56	11	33	0	0	0	15	25	19	4
TOTAL MONASTIR			56	0	4	36	9	32	16	7	0	48	49	30	61
SFAX	MONARCH AIRLINES	C	10	0	0	60	30	10	0	0	0	11	38	19	8
TOTAL SFAX			10	0	0	60	30	10	0	0	0	11	38	19	8
TUNIS	GB AIRWAYS LTD	S	27	1	0	41	33	15	11	0	0	28	0	0	0
TOTAL TUNIS			27	1	0	41	33	15	11	0	0	28	0	0	0
TOTAL TUNISIA			93	1	4	40	18	25	13	4	0	38	48	29	69
TURKEY															
ANTALYA	AIR 2000	C	7	0	1	43	14	43	0	0	0	23	67	24	9
	ALL LEISURE AIRLINES LTD	C	11	0	1	45	18	36	0	0	0	22	50	11	2
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-3	63	42	8
	CALEDONIAN AIRWAYS	C	3	0	0	0	33	33	0	33	0	85	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	8	0	0	0	25	0	75	0	0	77	36	44	11
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	0	0	22	0	80	43	35	7
	ONUR AIR	C	7	0	0	29	29	29	14	0	0	35	0	0	0
	SUNWAYS	C	10	0	0	60	0	0	20	20	0	72	75	5	8
TOTAL ANTALYA			66	0	2	47	17	15	14	8	0	45	55	29	49
DALAMAN															
	AIR 2000	C	25	0	3	60	8	16	16	0	0	29	80	8	25
	ALL LEISURE AIRLINES LTD	C	9	0	0	0	33	56	11	0	0	41	33	50	12
	BRITANNIA AIRWAYS	C	24	0	0	54	29	8	4	4	0	25	67	25	18
	CALEDONIAN AIRWAYS	C	52	0	0	40	15	29	4	2	10	91	54	34	48
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	100	0	0	0	40	0	0	0
	LEISURE INTERNATIONAL	C	7	0	1	71	0	0	29	0	0	35	50	56	4
	MONARCH AIRLINES	C	15	0	0	27	47	7	20	0	0	39	63	13	35

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DALAMAN	MY TRAVEL AIRWAYS UK	C	23	0	3	30	13	9	26	22	0	90	0	0	0
	ONUR AIR	C	10	0	0	0	90	10	0	0	0	22	57	14	7
	SUNWAYS	C	5	0	0	40	0	0	60	0	0	41	29	53	7
	TRANSAER	C	8	0	0	38	25	38	0	0	0	24	25	117	4
<b>TOTAL DALAMAN</b>			<b>180</b>	<b>0</b>	<b>7</b>	<b>39</b>	<b>23</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>56</b>	<b>59</b>	<b>27</b>	<b>170</b>
ISTANBUL	AIR 2000	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	ISTANBUL HAVA YOLLARI	C	11	0	0	18	9	55	18	0	0	39	0	61	16
	ONUR AIR	C	18	0	0	33	33	17	17	0	0	29	61	13	18
	SUNWAYS	C	3	0	0	0	0	0	100	0	0	99	0	0	0
<b>TOTAL ISTANBUL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>24</b>	<b>26</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>32</b>	<b>36</b>	<b>34</b>
IZMIR (ADNAM MENDERES)	AIR 2000	C	22	1	3	50	5	32	5	9	0	44	48	32	25
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	8	29	179	7
	EXCEL AIRWAYS LTD	C	10	0	0	10	10	80	0	0	0	37	0	0	0
	MONARCH AIRLINES	C	21	0	0	43	33	24	0	0	0	19	53	40	17
	MY TRAVEL AIRWAYS UK	C	9	0	1	22	44	33	0	0	0	24	33	48	9
	ONUR AIR	C	9	0	0	33	22	44	0	0	0	26	63	16	8
	SUNWAYS	C	5	0	1	40	40	0	0	20	0	74	14	34	7
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>86</b>	<b>1</b>	<b>7</b>	<b>43</b>	<b>20</b>	<b>33</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>44</b>	<b>88</b>
<b>TOTAL TURKEY</b>			<b>367</b>	<b>1</b>	<b>16</b>	<b>40</b>	<b>21</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>46</b>	<b>52</b>	<b>33</b>	<b>341</b>
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	81	8	12	0	0	0	4	0	0	0
<b>TOTAL ENTEBBE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UGANDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	96	4	0	0	0	0	0	0	0	0
	UKRAINE INTERNATIONAL AIRLINE	S	36	0	0	58	31	3	3	0	6	38	79	11	34
<b>TOTAL KIEV (BORISPOL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>79</b>	<b>11</b>	<b>34</b>
<b>TOTAL UKRAINE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>79</b>	<b>11</b>	<b>34</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	EMIRATES	S	10	0	0	60	40	0	0	0	0	9	62	12	34
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>12</b>	<b>34</b>
DUBAI	EMIRATES	S	52	0	0	35	35	25	6	0	0	27	71	9	24
<b>TOTAL DUBAI</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>71</b>	<b>9</b>	<b>24</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>35</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>11</b>	<b>58</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	2	80	10	8	3	0	0	10	81	9	167
<b>TOTAL ABERDEEN</b>			<b>186</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>167</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	262	0	0	89	7	3	0	0	0	4	92	2	248
<b>TOTAL BELFAST CITY</b>			<b>262</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>2</b>	<b>248</b>
BIRMINGHAM	MONARCH AIRLINES	C	4	1	1	100	0	0	0	0	0	-7	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BIRMINGHAM</b>			<b>5</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>100</b>	<b>-31</b>	<b>1</b>
<b>EDINBURGH</b>	BRITISH AIRWAYS (EURO OPS) LG	S	213	0	0	86	10	2	0	1	0	7	0	0	0
	KLM UK LTD	S	227	0	0	86	11	2	0	0	0	6	89	4	306
<b>TOTAL EDINBURGH</b>			<b>440</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>4</b>	<b>306</b>
<b>GLASGOW</b>	KLM UK LTD	S	274	0	1	83	9	6	1	1	0	8	81	8	261
<b>TOTAL GLASGOW</b>			<b>274</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>261</b>
<b>GUERNSEY</b>	CITY FLYER EXPRESS	S	177	0	0	88	9	3	0	0	0	2	75	14	166
	FLYBE.BRITISH EUROPEAN	S	234	0	4	90	5	3	0	1	0	3	0	0	0
<b>TOTAL GUERNSEY</b>			<b>412</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>431</b>
<b>JERSEY</b>	CITY FLYER EXPRESS	S	247	1	4	84	11	4	1	0	0	8	76	10	242
	FLYBE.BRITISH EUROPEAN	S	255	2	4	87	8	4	1	0	0	6	0	0	0
	LEISURE INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	50	50	0	0	61	0	0	0
<b>TOTAL JERSEY</b>			<b>506</b>	<b>3</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	<b>505</b>
<b>LEEDS BRADFORD</b>	CITY FLYER EXPRESS	S	150	0	4	61	18	16	5	0	0	18	80	10	112
<b>TOTAL LEEDS BRADFORD</b>			<b>150</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>11</b>	<b>114</b>
<b>LUTON</b>	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	2	100	7	1
<b>TOTAL LUTON</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>7</b>	<b>1</b>
<b>MANCHESTER</b>	AIR 2000	C	18	3	2	50	22	6	17	0	6	104	56	18	9
	AIRWORLD AVIATION LTD	C	5	0	0	80	20	0	0	0	0	-5	100	7	1
	BRITANNIA AIRWAYS	C	20	1	3	70	5	10	10	0	5	54	100	-6	3
	BRITISH AIRWAYS (EURO OPS) LG	S	339	0	1	81	16	2	1	0	0	8	86	5	322
	CALEDONIAN AIRWAYS	C	8	1	0	75	0	13	13	0	0	16	40	24	5
	EXCEL AIRWAYS LTD	C	7	0	0	57	14	0	29	0	0	26	0	0	0
	LEISURE INTL AIRWAYS LTD	C	8	0	1	50	13	13	25	0	0	24	100	-58	1
	MONARCH AIRLINES	C	16	1	0	50	6	6	31	6	0	43	67	5	6
	MY TRAVEL AIRWAYS UK	C	2	1	1	0	0	50	50	0	0	72	43	45	14
<b>TOTAL MANCHESTER</b>			<b>424</b>	<b>8</b>	<b>8</b>	<b>76</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>7</b>	<b>374</b>
<b>NEWCASTLE</b>	CITY FLYER EXPRESS	S	276	1	2	82	13	4	0	0	0	8	68	13	266
<b>TOTAL NEWCASTLE</b>			<b>276</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>14</b>	<b>267</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2938</b>	<b>14</b>	<b>32</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>2718</b>
<b>USA</b>															
<b>ATLANTA</b>	BRITISH AIRWAYS PLC	S	62	0	0	66	13	11	6	2	2	17	85	-2	62
	DELTA AIRLINES	S	124	0	0	79	14	4	3	0	0	3	81	6	124
<b>TOTAL ATLANTA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>83</b>	<b>3</b>	<b>186</b>
<b>BALTIMORE</b>	BRITISH AIRWAYS PLC	S	58	0	4	78	14	2	5	2	0	8	94	-4	62
<b>TOTAL BALTIMORE</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>-4</b>	<b>62</b>
<b>BOSTON</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	60	1	2	73	8	13	3	2	0	13	82	28	62
<b>TOTAL BOSTON</b>			<b>60</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>34</b>	<b>118</b>
<b>CHARLOTTE</b>	BRITISH AIRWAYS PLC	S	62	0	0	66	23	10	0	0	2	23	85	3	62
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>85</b>	<b>3</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CINCINNATI	DELTA AIRLINES	S	62	0	0	79	10	8	3	0	0	6	79	8	62
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>8</b>	<b>62</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	123	1	1	73	10	6	7	5	0	20	76	7	124
	BRITISH AIRWAYS PLC	S	62	0	0	74	18	0	6	2	0	13	87	19	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>185</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>11</b>	<b>186</b>
DETROIT	NORTHWEST AIRLINES	S	61	1	1	79	11	3	5	2	0	9	71	8	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>8</b>	<b>63</b>
FORT LAUDERDALE	LAKER AIRWAYS INC	S	16	1	1	75	13	6	6	0	0	7	0	0	0
<b>TOTAL FORT LAUDERDALE</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	69	23	2	6	0	0	14	77	16	62
	CONTINENTAL AIRLINES	S	94	0	0	88	9	3	0	0	0	-1	82	26	62
<b>TOTAL HOUSTON</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>21</b>	<b>124</b>
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	63	21	13	3	0	0	4	63	17	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	43	0	0	65	28	5	0	2	0	10	70	28	43
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>22</b>	<b>105</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	61	0	1	84	7	3	5	2	0	6	82	8	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>62</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	73	19	3	3	2	0	6	84	1	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>1</b>	<b>62</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	113	0	2	71	13	8	4	2	2	23	85	19	59
<b>TOTAL NEW YORK (NEWARK)</b>			<b>113</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>85</b>	<b>19</b>	<b>59</b>
ORLANDO	AMERICAN TRANS AIR	C	6	2	2	100	0	0	0	0	0	1	71	16	7
	BRITISH AIRWAYS PLC	S	35	0	0	46	17	11	9	17	0	65	83	15	36
	CALEDONIAN AIRWAYS	C	16	1	0	38	25	19	6	6	6	96	53	19	17
	LAKER AIRWAYS INC	C	22	1	1	55	23	9	14	0	0	25	0	0	0
	LEISURE INTL AIRWAYS LTD	C	25	1	1	44	36	8	4	8	0	30	73	5	11
	MONARCH AIRLINES	C	10	0	0	50	10	30	10	0	0	20	50	20	12
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	82	6	10	2	0	0	5	81	7	62
<b>TOTAL ORLANDO</b>			<b>176</b>	<b>6</b>	<b>4</b>	<b>61</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>32</b>	<b>71</b>	<b>11</b>	<b>208</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	62	0	0	76	11	10	3	0	0	7	74	11	62
<b>TOTAL PITTSBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>11</b>	<b>62</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	81	10	6	3	0	0	4	74	10	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>10</b>	<b>62</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	57	0	0	88	0	4	7	0	2	14	0	0	0
<b>TOTAL SAN DIEGO</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANFORD	BRITANNIA AIRWAYS	C	27	0	0	63	19	4	15	0	0	18	0	0	0
	CHALLENGAIR	C	3	0	0	0	67	0	33	0	0	54	0	0	0
	MY TRAVEL AIRWAYS UK	C	27	0	2	19	19	30	30	4	0	58	0	0	0
<b>TOTAL SANFORD</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>21</b>	<b>17</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	60	0	2	57	20	13	7	0	3	35	69	17	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ST LOUIS (LAMBERT)			60	0	2	57	20	13	7	0	3	35	69	17	62
TAMPA	BRITISH AIRWAYS PLC	S	19	0	0	42	0	16	16	26	0	90	67	9	9
TOTAL TAMPA			19	0	0	42	0	16	16	26	0	90	67	9	9
TOTAL USA			1682	10	20	71	14	7	5	2	0	16	77	12	1554
VENEZUELA															
PORLAMAR	LEISURE INTL AIRWAYS LTD	C	9	0	0	67	0	11	11	11	0	28	100	-11	4
TOTAL PORLAMAR			9	0	0	67	0	11	11	11	0	28	100	-11	4
TOTAL VENEZUELA			9	0	0	67	0	11	11	11	0	28	100	-11	4
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	17	1	1	71	6	12	6	0	6	49	0	0	0
TOTAL LUSAKA			17	1	1	71	6	12	6	0	6	49	0	0	0
TOTAL ZAMBIA			17	1	1	71	6	12	6	0	6	49	0	0	0
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	36	0	0	69	8	3	14	6	0	33	92	0	36
	BRITISH AIRWAYS PLC	S	8	0	0	75	13	13	0	0	0	10	0	0	0
TOTAL HARARE			44	0	0	70	9	5	11	5	0	29	92	0	36
TOTAL ZIMBABWE			44	0	0	70	9	5	11	5	0	29	92	0	36
TOTAL GATWICK			18046	120	308	68	16	9	6	1	0	19	71	17	16540

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	116	0	0	78	15	7	1	0	0	9	77	11	111
TOTAL BRUSSELS			116	0	0	78	15	7	1	0	0	9	77	11	111
TOTAL BELGIUM			116	0	0	78	15	7	1	0	0	9	77	11	111
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-7	0	0	0
TOTAL BURGAS			2	0	0	100	0	0	0	0	0	-7	0	0	0
TOTAL BULGARIA			2	0	0	100	0	0	0	0	0	-7	100	-36	2
<b>CANADA</b>															
TORONTO	AIR CANADA	S	56	0	0	66	16	13	5	0	0	13	68	14	38
	AIR CLUB INTERNATIONAL	C	9	0	6	33	22	44	0	0	0	22	25	43	8
	AIR TRANSAT	C	10	0	0	60	10	30	0	0	0	11	67	24	12
	CANADA 3000 AIRLINES	C	12	0	0	92	8	0	0	0	0	1	100	-1	10
	ROYAL AIRLINES	C	2	0	0	0	50	50	0	0	0	29	0	0	0
TOTAL TORONTO			89	0	6	64	16	17	3	0	0	12	68	17	68
VANCOUVER	AIR CANADA	S	4	0	0	100	0	0	0	0	0	-9	0	0	0
	AIR CLUB INTERNATIONAL	C	8	0	8	38	13	38	13	0	0	22	25	70	8
	AIR TRANSAT	C	4	0	0	75	25	0	0	0	0	-10	50	27	2
TOTAL VANCOUVER			16	0	8	63	13	19	6	0	0	6	30	61	10
TOTAL CANADA			105	2	14	64	15	17	4	0	0	12	63	22	78
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	C	5	0	2	40	20	40	0	0	0	21	0	0	0
TOTAL SPLIT			5	0	2	40	20	40	0	0	0	21	0	0	0
TOTAL CROATIA			5	0	2	40	20	40	0	0	0	21	0	0	0
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	9	0	0	67	11	22	0	0	0	13	100	-12	7
	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	-1	67	19	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	0	20	0	0	28	13	151	8
TOTAL LARNACA			22	0	0	68	14	9	9	0	0	18	48	52	33
PAPHOS	AIR 2000	C	10	0	0	90	0	10	0	0	0	8	25	68	8
	BRITANNIA AIRWAYS	C	5	0	0	80	0	20	0	0	0	6	50	18	4
TOTAL PAPHOS			15	0	0	87	0	13	0	0	0	7	30	42	20
TOTAL CYPRUS			37	0	0	76	8	11	5	0	0	14	42	48	53
<b>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	C	4	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL PRAGUE			4	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL CZECH REPUBLIC			4	0	0	50	50	0	0	0	0	13	0	0	0
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	108	0	0	90	6	5	0	0	0	0	94	1	106

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL COPENHAGEN			108	0	0	90	6	5	0	0	0	0	94	1	106
TOTAL DENMARK			108	0	0	90	6	5	0	0	0	0	94	1	106
FRANCE															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	47	0	0	87	13	0	0	0	0	6	90	5	97
TOTAL PARIS (CHARLES DE GAULLE)			47	0	0	87	13	0	0	0	0	6	83	9	162
TARBES-LOURDES INTERNATIONAL	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			2	0	0	100	0	0	0	0	0	-9	0	0	0
TOTAL FRANCE			49	1	0	88	12	0	0	0	0	6	82	9	164
GERMANY															
FRANKFURT MAIN	LUFTHANSA	S	16	0	0	69	19	6	6	0	0	15	63	12	16
TOTAL FRANKFURT MAIN			16	2	0	69	19	6	6	0	0	15	75	18	51
HANOVER	BRITISH AIRWAYS PLC	S	61	1	0	95	2	0	3	0	0	4	87	5	62
TOTAL HANOVER			61	1	0	95	2	0	3	0	0	4	87	5	62
TOTAL GERMANY			77	3	0	90	5	1	4	0	0	6	84	10	140
GREECE															
CORFU	AIR 2000	C	13	0	2	85	8	8	0	0	0	-3	86	-16	14
	BRITANNIA AIRWAYS	C	2	0	2	50	50	0	0	0	0	12	75	8	8
TOTAL CORFU			15	0	4	80	13	7	0	0	0	-1	68	7	38
HERAKLION	AIR 2000	C	8	0	1	88	13	0	0	0	0	7	25	77	8
	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	-4	100	2	3
TOTAL HERAKLION			11	0	1	82	18	0	0	0	0	4	39	54	18
KOS	BRITANNIA AIRWAYS	C	4	0	0	50	0	0	0	50	0	164	67	0	3
TOTAL KOS			4	0	0	50	0	0	0	50	0	164	60	-1	10
RHODES	AIR 2000	C	10	0	0	70	10	20	0	0	0	4	57	28	7
	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	-6	43	35	7
TOTAL RHODES			13	0	0	69	15	15	0	0	0	2	50	32	14
ZAKINTHOS	AIR 2000	C	7	0	0	86	14	0	0	0	0	-11	80	9	5
TOTAL ZAKINTHOS			7	0	0	86	14	0	0	0	0	-11	92	-1	12
TOTAL GREECE			50	0	5	76	14	6	0	4	0	13	60	22	95
ICELAND															
KEFLAVIK	AIR 2000	C	2	0	0	0	0	50	50	0	0	54	0	0	0
	ICELANDAIR	S	43	2	0	86	5	5	2	2	0	8	86	7	36
TOTAL KEFLAVIK			45	3	2	82	4	7	4	2	0	10	84	8	37
TOTAL ICELAND			45	3	2	82	4	7	4	2	0	10	84	8	37
IRISH REPUBLIC															
DONEGAL	LOGANAIR	S	32	0	0	84	3	3	9	0	0	11	92	0	26
TOTAL DONEGAL			32	0	0	84	3	3	9	0	0	11	92	0	26
DUBLIN	AER LINGUS	S	192	0	0	92	3	3	3	0	0	2	91	4	184

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL DUBLIN			192	0	0	92	3	3	3	0	0	2	91	4	184
TOTAL IRISH REPUBLIC			224	0	0	91	3	3	4	0	0	3	91	3	210
<b>ITALY</b>															
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	38	26	8
TOTAL NAPLES			8	0	0	75	13	13	0	0	0	10	38	26	8
PISA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL PISA			2	0	0	100	0	0	0	0	0	2	0	0	0
VERONA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	6	100	1	1
TOTAL VERONA			2	0	0	100	0	0	0	0	0	6	100	1	1
TOTAL ITALY			12	1	0	83	8	8	0	0	0	8	50	24	24
<b>MALTA</b>															
MALTA	AIR MALTA	C	31	0	2	39	45	10	6	0	0	20	48	30	29
	AIR MALTA	S	10	0	0	50	30	20	0	0	0	20	13	35	16
TOTAL MALTA			41	0	2	41	41	12	5	0	0	20	36	31	45
TOTAL MALTA			41	0	2	41	41	12	5	0	0	20	36	31	45
<b>NETHERLANDS</b>															
AMSTERDAM	AIR HOLLAND	C	2	0	0	50	0	50	0	0	0	16	0	0	0
	KLM UK LTD	S	178	1	0	81	13	6	1	0	0	5	61	20	168
	LEISURE INTERNATIONAL	C	4	0	0	50	25	25	0	0	0	19	0	0	0
	MARTINAIR HOLLAND	C	5	0	0	40	0	60	0	0	0	23	0	0	0
TOTAL AMSTERDAM			190	1	0	78	13	8	1	0	0	6	61	20	168
ROTTERDAM	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	33	0	0	0
TOTAL ROTTERDAM			2	1	0	50	0	0	50	0	0	33	0	0	0
TOTAL NETHERLANDS			193	2	0	78	13	8	1	0	0	6	61	20	168
<b>NORWAY</b>															
HAUGESUND	WIDEROE FLYVESELSKAP A/S	C	3	1	1	100	0	0	0	0	0	8	0	0	0
TOTAL HAUGESUND			3	1	1	100	0	0	0	0	0	8	0	0	0
TOTAL NORWAY			3	3	1	100	0	0	0	0	0	8	0	0	0
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	25	0	0	88	12	0	0	0	0	-4	75	48	16
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	2	67	1	3
	BRITANNIA AB	C	3	0	0	33	0	67	0	0	0	37	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	4	75	7	8
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	25	0	0	0	15	38	30	8
	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	-8	56	27	9
TOTAL FARO			52	1	1	83	10	8	0	0	0	2	67	25	54
TOTAL PORTUGAL(EXCLUDING MADEIRA)			52	1	1	83	10	8	0	0	0	2	67	25	54
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	8	0	0	63	0	13	0	25	0	55	67	10	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL FUNCHAL			8	0	0	63	0	13	0	25	0	55	67	10	9
TOTAL PORTUGAL(MADEIRA)			8	0	0	63	0	13	0	25	0	55	67	10	9
SPAIN															
ALICANTE	AIR 2000	C	18	0	0	83	17	0	0	0	0	7	75	6	8
	AIR EUROPA	C	3	0	1	100	0	0	0	0	0	-19	0	0	0
	BMI BRITISH MIDLAND	C	8	0	0	88	13	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	13	0	0	77	15	0	8	0	0	10	27	35	15
	MONARCH AIRLINES	C	8	0	0	25	25	50	0	0	0	27	38	23	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	13	50	0	0	51	14	101	7
TOTAL ALICANTE			58	0	1	67	16	9	9	0	0	14	37	39	38
GERONA	AIR 2000	C	5	0	1	60	0	0	40	0	0	39	54	21	13
	BRITANNIA AIRWAYS	C	9	0	0	78	22	0	0	0	0	4	67	21	9
	MONARCH AIRLINES	C	2	4	1	50	0	50	0	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	55	71	57	7
TOTAL GERONA			24	4	2	71	8	4	8	8	0	29	61	28	33
IBIZA	AIR 2000	C	13	0	1	77	8	15	0	0	0	-3	88	2	16
	BRITANNIA AIRWAYS	C	14	0	0	86	0	14	0	0	0	-3	70	14	30
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	29	0	14	0	0	20	44	152	9
TOTAL IBIZA			34	0	1	76	9	12	3	0	0	2	68	33	62
MAHON	AIR 2000	C	7	0	1	86	0	14	0	0	0	-4	71	22	7
	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	-3	43	127	7
	CALEDONIAN AIRWAYS	C	5	0	1	60	40	0	0	0	0	4	100	-1	7
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
	FUTURA AIRLINES	C	6	1	2	100	0	0	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	6	0	0	0
	VIVA	C	4	0	0	75	25	0	0	0	0	-2	0	0	0
TOTAL MAHON			40	1	5	88	10	3	0	0	0	1	61	45	28
MALAGA	AIR 2000	C	16	1	0	50	44	6	0	0	0	12	92	5	25
	AIR EUROPA	C	9	0	1	22	11	33	22	11	0	84	38	51	8
	AIRWORLD AVIATION LTD	C	2	0	0	100	0	0	0	0	0	-12	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	56	19	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	0	0	14	0	0	17	0	0	0
TOTAL MALAGA			42	1	1	62	19	10	7	2	0	26	78	9	72
PALMA DE MALLORCA	AIR 2000	C	18	0	0	61	33	6	0	0	0	11	48	39	31
	AIR EUROPA	C	2	0	8	100	0	0	0	0	0	-1	0	0	0
	BRITANNIA AIRWAYS	C	31	1	0	81	10	6	3	0	0	11	61	22	49
	CALEDONIAN AIRWAYS	C	6	0	0	50	50	0	0	0	0	14	50	73	8
	CENTENNIAL AIRLINES	C	10	0	0	40	20	0	0	40	0	104	71	23	7
	FUTURA AIRLINES	C	9	1	1	33	22	22	22	0	0	35	0	0	0
	MY TRAVEL AIRWAYS UK	C	44	0	5	52	14	14	2	16	2	65	18	60	22
	OASIS INTERNATIONAL	C	5	1	0	0	0	0	80	0	20	156	60	29	5
TOTAL PALMA DE MALLORCA			126	4	14	56	17	10	6	9	2	45	54	31	157
REUS	AIRWORLD AVIATION LTD	C	5	0	1	100	0	0	0	0	0	8	0	0	0
	BMI BRITISH MIDLAND	C	4	0	0	100	0	0	0	0	0	-9	100	-9	8
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-7	100	-10	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
REUS	MONARCH AIRLINES	C	6	0	0	67	0	17	17	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	-16	0	0	0
<b>TOTAL REUS</b>			<b>31</b>	<b>2</b>	<b>2</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>94</b>	<b>-7</b>	<b>32</b>
<b>TOTAL SPAIN</b>			<b>355</b>	<b>13</b>	<b>28</b>	<b>68</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>23</b>	<b>63</b>	<b>26</b>	<b>422</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	9	1	1	44	11	11	33	0	0	40	75	10	8
	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	0	56	14	9
	FUTURA AIRLINES	C	10	0	0	20	0	20	60	0	0	53	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	12	75	117	8
<b>TOTAL ARRECIFE</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>9</b>	<b>11</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>64</b>	<b>38</b>	<b>33</b>
<b>FUERTEVENTURA</b>	AIR 2000	C	9	0	1	100	0	0	0	0	0	-5	75	-5	8
	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-8	100	1	8
<b>TOTAL FUERTEVENTURA</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>88</b>	<b>-2</b>	<b>16</b>
<b>LAS PALMAS</b>	AIR 2000	C	8	0	0	88	13	0	0	0	0	-6	100	-13	10
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-4	78	5	9
	FUTURA AIRLINES	C	4	0	0	50	0	0	50	0	0	27	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	1	0	71	6	12	12	0	0	11	100	-10	8
	OASIS INTERNATIONAL	C	8	0	0	0	0	25	75	0	0	88	58	12	19
<b>TOTAL LAS PALMAS</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>4</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>6</b>	<b>81</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	16	0	0	63	19	13	6	0	0	16	85	26	26
	AIR EUROPA	C	8	0	0	0	0	75	25	0	0	72	100	0	3
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-4	59	103	17
	FUTURA AIRLINES	C	10	0	0	60	10	20	10	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	33	11	17	0	0	31	24	157	17
	OASIS INTERNATIONAL	C	8	0	0	75	13	13	0	0	0	7	71	7	24
	SPANAIR	C	2	0	2	100	0	0	0	0	0	0	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>71</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>15</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>59</b>	<b>89</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>164</b>	<b>2</b>	<b>4</b>	<b>62</b>	<b>10</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>32</b>	<b>219</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	NOUVELAIR TUNISIE	C	10	0	4	60	20	10	10	0	0	14	0	0	0
<b>TOTAL MONASTIR</b>			<b>12</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>25</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>2</b>	<b>18</b>
<b>TOTAL TUNISIA</b>			<b>12</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>25</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>2</b>	<b>18</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	SUNWAYS	C	7	0	1	0	14	14	29	43	0	145	0	0	0
<b>TOTAL ANTALYA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>29</b>	<b>43</b>	<b>0</b>	<b>145</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DALAMAN</b>	AIR 2000	C	7	0	1	86	14	0	0	0	0	-15	56	26	9
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	-10	0	58	7
	CALEDONIAN AIRWAYS	C	4	1	0	75	25	0	0	0	0	9	63	160	16
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	43	14	0	0	0	14	44	33	9
	ONUR AIR	C	8	0	0	75	0	13	13	0	0	16	0	0	0
	SUNWAYS	C	7	0	1	57	0	0	43	0	0	39	100	-6	7



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL DALAMAN			40	4	3	73	13	5	10	0	0	9	55	65	55
IZMIR (ADNAM MENDERES)	AIR 2000	C	8	0	1	100	0	0	0	0	0	-2	22	41	9
	CALEDONIAN AIRWAYS	C	7	0	1	29	43	14	14	0	0	28	43	48	7
	SUNWAYS	C	7	0	1	29	0	43	29	0	0	59	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			22	0	3	55	14	18	14	0	0	27	31	44	16
TOTAL TURKEY			69	4	7	59	13	10	13	4	0	29	49	60	71
UNITED KINGDOM															
ABERDEEN	LOGANAIR	S	135	0	0	93	4	1	1	0	0	2	91	4	132
TOTAL ABERDEEN			135	3	0	93	4	1	1	0	0	2	90	4	134
BARRA	LOGANAIR	S	46	6	4	93	2	0	4	0	0	2	94	2	48
TOTAL BARRA			46	6	4	93	2	0	4	0	0	2	94	2	48
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	171	3	1	91	4	3	2	1	0	6	95	2	160
TOTAL BELFAST CITY			171	3	1	91	4	3	2	1	0	6	95	2	160
BELFAST INTERNATIONAL	LOGANAIR	S	225	0	0	90	4	4	2	0	0	5	94	1	239
TOTAL BELFAST INTERNATIONAL			225	1	0	90	4	4	2	0	0	5	94	1	240
BENBECULA	BRITISH AIRWAYS PLC	S	46	0	0	89	11	0	0	0	0	1	83	6	52
	LOGANAIR	S	8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL BENBECULA			54	0	0	89	11	0	0	0	0	2	83	6	52
BIRMINGHAM	BRITISH AIRWAYS PLC	S	398	0	6	92	6	1	1	0	0	4	90	4	302
TOTAL BIRMINGHAM			398	1	6	92	6	1	1	0	0	4	90	4	305
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	278	0	0	92	6	2	0	0	0	4	89	8	203
TOTAL BRISTOL			278	0	0	92	6	2	0	0	0	4	89	8	203
CAMPBELTOWN	LOGANAIR	S	69	0	0	74	10	10	6	0	0	12	86	7	49
TOTAL CAMPBELTOWN			69	0	0	74	10	10	6	0	0	12	86	7	49
CARDIFF WALES	AIRWORLD AVIATION LTD	C	2	0	0	100	0	0	0	0	0	-8	0	0	0
	BRITANNIA AIRWAYS	C	5	0	0	60	20	20	0	0	0	11	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	133	0	5	89	5	6	0	0	0	3	87	6	130
TOTAL CARDIFF WALES			140	0	5	89	5	6	0	0	0	3	87	6	130
CITY OF DERRY (EGLINTON)	LOGANAIR	S	60	0	0	98	0	2	0	0	0	-3	87	5	62
TOTAL CITY OF DERRY (EGLINTON)			60	0	0	98	0	2	0	0	0	-3	87	5	62
EAST MIDLANDS	BMI BRITISH MIDLAND	S	200	0	0	86	6	5	3	0	0	8	92	1	133
TOTAL EAST MIDLANDS			200	0	0	86	6	5	3	0	0	8	92	1	133
GATWICK	KLM UK LTD	S	301	0	1	87	9	3	1	0	0	5	83	6	288
TOTAL GATWICK			301	0	1	87	9	3	1	0	0	5	82	7	293
HEATHROW	BMI BRITISH MIDLAND	S	483	4	1	80	14	4	2	0	0	9	83	8	483
	BRITISH AIRWAYS PLC	S	679	9	1	84	11	3	2	0	0	8	86	7	673
TOTAL HEATHROW			1162	13	2	82	12	4	2	0	0	8	85	7	1156
INVERNESS	LOGANAIR	S	53	0	0	91	9	0	0	0	0	2	0	0	0
TOTAL INVERNESS			53	0	0	91	9	0	0	0	0	2	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ISLAY	LOGANAIR	S	31	0	0	87	10	0	3	0	0	8	91	3	46
<b>TOTAL ISLAY</b>			<b>31</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>3</b>	<b>46</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	63	0	0	95	5	0	0	0	0	0	71	38	62
<b>TOTAL ISLE OF MAN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>38</b>	<b>62</b>
JERSEY	BMI BRITISH MIDLAND	S	19	3	1	74	11	11	5	0	0	12	92	-1	25
<b>TOTAL JERSEY</b>			<b>19</b>	<b>5</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>1</b>	<b>28</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	144	0	2	98	1	1	0	0	0	0	88	9	104
<b>TOTAL LEEDS BRADFORD</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>104</b>
LIVERPOOL	MONARCH AIRLINES	C	5	1	0	60	0	40	0	0	0	1	0	0	0
<b>TOTAL LIVERPOOL</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUTON	AIR FOYLE PASSENGER AIRLINES	S	135	1	1	95	5	0	0	0	0	1	0	0	0
<b>TOTAL LUTON</b>			<b>135</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	AIR CANADA	S	52	0	0	71	12	13	4	0	0	9	81	-2	36
	BMI REGIONAL	S	140	0	6	74	21	4	1	0	0	10	83	8	128
	BRITANNIA AIRWAYS	C	6	0	0	83	17	0	0	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	189	0	3	86	10	4	1	0	0	4	91	3	228
	MONARCH AIRLINES	C	9	0	1	89	0	11	0	0	0	-12	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	2	29	14	14	29	14	0	60	25	45	8
<b>TOTAL MANCHESTER</b>			<b>403</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>5</b>	<b>400</b>
NEWCASTLE	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	-3	75	4	8
<b>TOTAL NEWCASTLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>75</b>	<b>4</b>	<b>8</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	145	0	1	97	1	3	0	0	0	-4	91	2	139
<b>TOTAL SOUTHAMPTON</b>			<b>145</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>91</b>	<b>2</b>	<b>139</b>
STANSTED	KLM UK LTD	S	216	0	2	85	6	4	5	0	0	6	86	3	169
<b>TOTAL STANSTED</b>			<b>216</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>3</b>	<b>169</b>
STORNOWAY	BRITISH AIRWAYS PLC	S	99	0	0	86	12	1	1	0	0	7	80	9	113
	LOGANAIR	S	17	0	0	59	12	18	12	0	0	22	0	0	0
<b>TOTAL STORNOWAY</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>9</b>	<b>113</b>
SUMBURGH	LOGANAIR	S	54	0	0	93	4	4	0	0	0	3	75	9	52
<b>TOTAL SUMBURGH</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>9</b>	<b>93</b>
TREE	LOGANAIR	S	35	5	0	94	3	0	3	0	0	3	76	11	34
<b>TOTAL TREE</b>			<b>35</b>	<b>5</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>11</b>	<b>34</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4666</b>	<b>41</b>	<b>38</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>4215</b>
USA															
BOSTON	BRITISH AIRWAYS PLC	S	44	1	2	82	7	9	0	2	0	8	83	12	46
<b>TOTAL BOSTON</b>			<b>44</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>12</b>	<b>46</b>
ORLANDO	MONARCH AIRLINES	C	23	0	1	74	17	4	4	0	0	1	0	0	0
<b>TOTAL ORLANDO</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>26</b>	<b>31</b>
SANFORD	BRITANNIA AIRWAYS	C	20	0	0	50	40	10	0	0	0	14	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SANFORD	MONARCH AIRLINES	C	13	1	0	54	15	23	8	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	1	56	13	6	19	6	0	34	0	0	0
TOTAL SANFORD			49	1	1	53	24	12	8	2	0	21	0	0	0
TOTAL USA			116	2	4	68	16	9	4	2	0	12	77	8	139
TOTAL GLASGOW			6514	81	113	84	9	5	2	0	0	7	81	10	6382

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	26	0	0	15	15	46	23	0	0	43	14	61	28
TOTAL ALGIERS			26	0	0	15	15	46	23	0	0	43	14	61	28
TOTAL ALGERIA			26	0	0	15	15	46	23	0	0	43	14	61	28
<b>ARGENTINA</b>															
BUENOS AIRES	AEROLINEAS ARGENTINAS	S	28	0	0	46	14	21	18	0	0	27	56	21	18
	BRITISH AIRWAYS PLC	S	26	0	0	85	8	0	4	0	4	44	85	2	26
TOTAL BUENOS AIRES			54	0	0	65	11	11	11	0	2	35	73	10	44
TOTAL ARGENTINA			54	0	0	65	11	11	11	0	2	35	73	10	44
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	28	0	0	82	4	7	4	0	4	24	64	16	44
TOTAL BRISBANE			28	0	0	82	4	7	4	0	4	24	64	16	44
MELBOURNE	BRITISH AIRWAYS PLC	S	33	0	1	76	12	6	3	0	3	39	27	33	62
	QANTAS	S	39	0	0	82	18	0	0	0	0	7	48	27	63
TOTAL MELBOURNE			72	0	1	79	15	3	1	0	1	22	38	30	125
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	62	0	0	61	18	18	3	0	0	14	0	0	0
TOTAL PERTH (AUSTRALIA)			62	0	0	61	18	18	3	0	0	14	0	0	0
SYDNEY	QANTAS	S	85	0	0	69	19	6	6	0	0	12	75	19	61
TOTAL SYDNEY			85	1	0	69	19	6	6	0	0	12	70	19	77
TOTAL AUSTRALIA			247	1	1	72	16	8	4	0	1	17	52	24	246
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	204	0	0	80	11	7	1	0	0	5	70	15	209
	BRITISH AIRWAYS PLC	S	186	0	0	82	12	4	2	0	0	6	65	14	186
TOTAL VIENNA			391	0	0	81	12	6	2	0	0	5	68	15	395
TOTAL AUSTRIA			391	0	0	81	12	6	2	0	0	5	68	15	395
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	62	2	1	74	11	10	2	2	2	37	67	17	88
TOTAL BAHRAIN			62	2	1	74	11	10	2	2	2	37	67	17	88
TOTAL BAHRAIN			62	2	1	74	11	10	2	2	2	37	67	17	88
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	36	0	7	42	17	17	14	8	3	54	31	92	36
	BRITISH AIRWAYS PLC	S	36	0	0	72	8	14	6	0	0	12	44	27	34
TOTAL DACCA			72	0	7	57	12	15	10	4	1	33	37	60	70
TOTAL BANGLADESH			72	0	7	57	12	15	10	4	1	33	37	60	70
<b>BELGIUM</b>															
ANTWERP	SABENA	S	100	0	0	81	15	4	0	0	0	7	79	11	92
TOTAL ANTWERP			100	0	0	81	15	4	0	0	0	7	79	11	92

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BRUSSELS	BMI BRITISH MIDLAND	S	374	0	6	79	15	5	1	0	0	8	76	10	398
	BRITISH AIRWAYS PLC	S	340	0	0	83	11	4	2	0	0	6	79	11	399
	SABENA	S	513	0	5	85	9	3	2	0	0	5	76	11	451
	UNITED AIRLINES	S	52	0	0	79	13	4	4	0	0	7	0	0	0
<b>TOTAL BRUSSELS</b>			<b>1279</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>1248</b>	
<b>TOTAL BELGIUM</b>			<b>1379</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	<b>1340</b>	
<b>BOTSWANA</b>															
GABORONE	BRITISH AIRWAYS PLC	S	17	0	0	53	18	18	6	0	6	71	67	14	18
<b>TOTAL GABORONE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>67</b>	<b>14</b>	<b>18</b>
<b>TOTAL BOTSWANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>67</b>	<b>14</b>	<b>18</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	-1	0	0	0
	VARIG	S	26	0	0	46	23	19	8	0	4	48	29	38	14
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>29</b>	<b>38</b>	<b>14</b>
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	13	0	0	69	8	15	0	0	8	65	100	3	8
	VARIG	S	17	0	0	41	35	18	0	0	6	86	17	62	12
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>50</b>	<b>38</b>	<b>20</b>
<b>TOTAL BRAZIL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>59</b>	<b>41</b>	<b>38</b>	<b>34</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	54	0	0	61	22	9	4	4	0	21	50	22	34
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>22</b>	<b>34</b>
<b>TOTAL BRUNEI</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>22</b>	<b>34</b>
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	42	0	0	76	17	0	7	0	0	10	52	22	44
<b>TOTAL SOFIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>22</b>	<b>44</b>
<b>TOTAL BULGARIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>22</b>	<b>44</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	26	0	0	92	4	4	0	0	0	-2	77	4	26
	CANADIAN AIRLINES INT/L	S	6	0	0	100	0	0	0	0	0	-13	0	0	0
<b>TOTAL CALGARY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>77</b>	<b>4</b>	<b>26</b>
EDMONTON	AIR CANADA	S	35	1	2	83	9	6	3	0	0	8	66	10	29
<b>TOTAL EDMONTON</b>			<b>35</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>10</b>	<b>29</b>
HALIFAX INT	AIR CANADA	S	57	1	2	79	14	5	2	0	0	5	74	13	43
<b>TOTAL HALIFAX INT</b>			<b>57</b>	<b>1</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>13</b>	<b>43</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	82	15	3	0	0	0	5	66	15	58
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>15</b>	<b>58</b>
TORONTO	AIR CANADA	S	138	1	6	64	17	13	5	1	0	18	52	24	124
	AIR INDIA	S	16	0	0	25	44	19	0	6	6	67	19	270	21
	BRITISH AIRWAYS PLC	S	78	0	0	69	21	4	5	0	1	13	69	7	78

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TORONTO	CANADIAN AIRLINES INT/L	S	62	0	4	68	21	5	6	0	0	14	77	8	62
<b>TOTAL TORONTO</b>			<b>294</b>	<b>1</b>	<b>10</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>60</b>	<b>34</b>	<b>286</b>
VANCOUVER	AIR CANADA	S	62	0	0	68	16	8	8	0	0	11	50	28	62
	BRITISH AIRWAYS PLC	S	60	2	2	82	12	0	5	0	2	26	79	9	62
	CANADIAN AIRLINES INT/L	S	92	0	0	72	14	8	7	0	0	7	66	13	62
<b>TOTAL VANCOUVER</b>			<b>214</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>17</b>	<b>186</b>
<b>TOTAL CANADA</b>			<b>694</b>	<b>5</b>	<b>16</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>23</b>	<b>632</b>
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	25	2	1	76	0	16	8	0	0	19	72	10	18
<b>TOTAL SANTIAGO DE CHILE</b>			<b>25</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>10</b>	<b>18</b>
<b>TOTAL CHILE</b>			<b>25</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>10</b>	<b>18</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	18	0	0	56	11	28	6	0	0	19	33	59	18
	BRITISH AIRWAYS PLC	S	20	0	0	90	5	5	0	0	0	5	65	18	17
<b>TOTAL BEIJING</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>49</b>	<b>39</b>	<b>35</b>
<b>TOTAL CHINA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>49</b>	<b>39</b>	<b>35</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	16	0	0	75	19	0	0	6	0	8	72	5	18
<b>TOTAL BOGOTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>5</b>	<b>18</b>
<b>TOTAL COLOMBIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>5</b>	<b>18</b>
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	62	0	0	66	16	10	8	0	0	16	71	10	62
<b>TOTAL ZAGREB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>10</b>	<b>62</b>
<b>TOTAL CROATIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>10</b>	<b>62</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	70	0	0	77	16	6	1	0	0	6	80	4	61
	CYPRUS AIRWAYS	S	85	0	3	54	18	21	2	2	2	34	50	33	78
<b>TOTAL LARNACA</b>			<b>155</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>17</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>63</b>	<b>20</b>	<b>140</b>
PAPHOS	CYPRUS AIRWAYS	S	4	0	0	100	0	0	0	0	0	4	67	11	18
<b>TOTAL PAPHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>11</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>159</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>16</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>63</b>	<b>19</b>	<b>158</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	S	78	0	0	76	15	5	3	1	0	13	100	-4	6
	BRITISH AIRWAYS PLC	S	124	0	0	86	10	1	2	1	0	7	84	6	124
	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	0	38	0	0	0
	CSA	S	124	0	0	73	16	6	6	0	0	9	62	18	123
<b>TOTAL PRAGUE</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>253</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>253</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	62	0	0	73	10	15	3	0	0	12	79	8	62
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>8</b>	<b>62</b>
<b>COPENHAGEN</b>															
	BRITISH AIRWAYS PLC	S	238	0	0	84	8	5	3	0	0	7	81	7	236
	SAS	S	307	0	1	68	17	11	4	0	0	13	76	8	306
	VARIG	S	26	0	0	54	35	12	0	0	0	13	27	48	26
<b>TOTAL COPENHAGEN</b>			<b>571</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	<b>568</b>
<b>TOTAL DENMARK</b>			<b>633</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>10</b>	<b>630</b>
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	74	13	8	3	2	0	13	84	2	62
	EGYPT AIR	S	62	0	0	15	19	32	34	0	0	54	44	23	62
<b>TOTAL CAIRO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>16</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>13</b>	<b>125</b>
LUXOR	EGYPT AIR	S	8	0	0	13	13	0	75	0	0	54	90	6	10
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>90</b>	<b>6</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>16</b>	<b>19</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>65</b>	<b>13</b>	<b>135</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	42	0	0	38	14	24	24	0	0	34	16	46	38
<b>TOTAL ADDIS ABABA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>14</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>46</b>	<b>38</b>
<b>TOTAL ETHIOPIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>14</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>46</b>	<b>38</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	JATAIRWAYS	S	42	0	0	76	5	0	10	10	0	26	72	8	46
<b>TOTAL BELGRADE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>8</b>	<b>46</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>8</b>	<b>46</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	85	10	2	2	0	1	11	79	6	115
	FINNAIR	S	186	0	0	71	19	8	3	0	0	11	67	11	177
<b>TOTAL HELSINKI</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>9</b>	<b>292</b>
<b>TOTAL FINLAND</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>9</b>	<b>292</b>
<b>FRANCE</b>															
BORDEAUX	AIR INTER EUROPE	S	50	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL BORDEAUX</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	AIR FRANCE	S	28	0	0	64	25	4	7	0	0	16	74	9	160
	AIR INTER EUROPE	S	86	0	0	70	19	9	2	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	S	118	0	6	83	12	4	1	0	0	6	83	5	184
<b>TOTAL LYON</b>			<b>232</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>7</b>	<b>344</b>
MARSEILLE	AIR INTER EUROPE	S	54	0	0	41	39	11	9	0	0	21	0	0	0
<b>TOTAL MARSEILLE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>39</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	AIR INTER EUROPE	S	50	0	0	74	20	4	2	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NICE	BMI BRITISH MIDLAND	S	120	0	1	75	16	7	3	0	0	10	60	21	122
	BRITISH AIRWAYS PLC	S	188	0	0	78	15	4	3	0	0	8	65	14	192
<b>TOTAL NICE</b>			<b>358</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>17</b>	<b>433</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	521	0	23	78	12	6	3	0	0	8	73	10	482
	BMI BRITISH MIDLAND	S	475	1	14	87	8	3	1	1	0	6	78	9	488
	BRITISH AIRWAYS PLC	C	4	0	15	75	25	0	0	0	0	-4	50	13	2
	BRITISH AIRWAYS PLC	S	474	1	0	84	9	4	3	0	0	5	84	6	486
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1474</b>	<b>2</b>	<b>52</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>8</b>	<b>1459</b>	
PARIS (ORLY)	AIR INTER EUROPE	S	148	0	0	86	9	4	0	0	0	3	0	0	0
	AIR LIBERTE/ TAT EUROPEAN ALN	S	176	0	10	73	14	9	5	0	0	12	81	5	176
	BRITISH AIRWAYS PLC	S	110	0	0	81	11	7	1	0	0	5	67	13	116
<b>TOTAL PARIS (ORLY)</b>			<b>435</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>8</b>	<b>754</b>	
STRASBOURG	AIR INTER EUROPE	S	55	0	0	60	24	15	2	0	0	15	0	0	0
<b>TOTAL STRASBOURG</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>21</b>	<b>61</b>	
TOULOUSE (BLAGNAC)	AIR FRANCE	S	26	0	0	42	23	15	12	8	0	37	90	4	122
	AIR INTER EUROPE	S	100	0	0	82	15	3	0	0	0	3	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>126</b>	<b>2</b>	<b>2</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>90</b>	<b>4</b>	<b>122</b>	
<b>TOTAL FRANCE</b>			<b>2784</b>	<b>4</b>	<b>78</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>9</b>	<b>3177</b>	
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	248	0	0	83	12	4	1	0	0	6	81	10	240
	LUFTHANSA	S	124	0	0	77	14	7	2	0	0	6	81	7	124
<b>TOTAL BERLIN (TEGEL)</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>365</b>	
BREMEN	LUFTHANSA	S	61	0	1	62	18	16	3	0	0	15	60	16	62
<b>TOTAL BREMEN</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>18</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>12</b>	<b>94</b>	
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	116	0	0	81	10	5	3	0	0	9	84	12	116
	LUFTHANSA	S	76	0	0	93	4	3	0	0	0	3	88	5	86
<b>TOTAL COLOGNE (BONN)</b>			<b>192</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>9</b>	<b>206</b>	
DRESDEN	LUFTHANSA	S	92	0	0	82	11	7	1	0	0	7	70	13	84
<b>TOTAL DRESDEN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>13</b>	<b>84</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	240	0	0	80	8	6	5	0	0	10	81	7	232
	LUFTHANSA	S	192	0	0	75	16	6	3	1	0	10	78	8	196
<b>TOTAL DUSSELDORF</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>7</b>	<b>430</b>	
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	248	0	0	77	13	6	3	0	0	9	76	9	239
	BRITISH AIRWAYS PLC	S	298	0	0	80	13	4	3	0	0	9	71	10	256
	LUFTHANSA	S	310	2	0	83	12	4	1	0	0	6	70	11	310
<b>TOTAL FRANKFURT MAIN</b>			<b>856</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>10</b>	<b>805</b>	
HAMBURG	BRITISH AIRWAYS PLC	S	186	0	0	84	12	3	1	0	0	5	90	2	186
	LUFTHANSA	S	192	0	4	89	7	3	2	0	0	1	79	7	192
<b>TOTAL HAMBURG</b>			<b>378</b>	<b>1</b>	<b>4</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>5</b>	<b>378</b>	
HANOVER	BRITISH AIRWAYS PLC	S	70	0	0	97	1	0	0	1	0	2	89	4	62
	LUFTHANSA	S	124	0	0	88	10	2	0	0	0	4	89	4	124



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL HANOVER</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>4</b>	186
LEIPZIG	BRITISH AIRWAYS PLC	S	62	0	0	76	15	8	2	0	0	8	94	0	62
	LUFTHANSA	S	77	0	0	66	22	9	3	0	0	13	72	13	72
<b>TOTAL LEIPZIG</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>7</b>	134
MUNICH	BRITISH AIRWAYS PLC	S	294	0	0	80	12	5	2	0	0	7	87	5	292
	LUFTHANSA	S	266	0	6	78	14	6	2	0	0	6	74	10	262
<b>TOTAL MUNICH</b>			<b>560</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>7</b>	554
NUREMBERG	LUFTHANSA	S	110	0	4	85	12	1	3	0	0	4	78	7	124
<b>TOTAL NUREMBERG</b>			<b>110</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>7</b>	124
STUTTGART	BRITISH AIRWAYS PLC	S	62	0	0	81	10	6	3	0	0	8	69	12	108
	LUFTHANSA	S	153	0	2	91	6	3	0	0	0	0	74	10	162
<b>TOTAL STUTTGART</b>			<b>215</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>11</b>	270
<b>TOTAL GERMANY</b>			<b>3601</b>	<b>3</b>	<b>19</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>8</b>	3630
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	30	2	3	20	13	27	27	7	7	107	15	75	26
<b>TOTAL ACCRA</b>			<b>30</b>	<b>2</b>	<b>3</b>	<b>20</b>	<b>13</b>	<b>27</b>	<b>27</b>	<b>7</b>	<b>7</b>	<b>107</b>	<b>15</b>	<b>75</b>	26
<b>TOTAL GHANA</b>			<b>30</b>	<b>2</b>	<b>3</b>	<b>20</b>	<b>13</b>	<b>27</b>	<b>27</b>	<b>7</b>	<b>7</b>	<b>107</b>	<b>15</b>	<b>75</b>	26
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	3	75	13	0	13	0	0	13	62	14	21
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>14</b>	21
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>14</b>	21
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	124	0	0	67	19	10	4	0	0	12	63	13	123
	OLYMPIC AIRWAYS	S	169	0	0	62	16	17	5	0	0	15	61	18	173
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	69	16	11	3	0	0	8	74	4	62
<b>TOTAL ATHENS</b>			<b>355</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>14</b>	358
SALONIKA	BRITISH AIRWAYS PLC	S	61	1	0	70	20	8	2	0	0	11	82	4	56
<b>TOTAL SALONIKA</b>			<b>62</b>	<b>1</b>	<b>3</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>7</b>	64
<b>TOTAL GREECE</b>			<b>417</b>	<b>2</b>	<b>3</b>	<b>66</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>13</b>	422
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	62	0	0	76	15	8	2	0	0	8	61	19	62
	CATHAY PACIFIC AIRWAYS	S	94	0	0	73	15	10	2	0	0	9	55	23	80
	UNITED AIRLINES	S	62	0	0	66	23	5	6	0	0	11	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	70	15	8	5	0	2	25	92	-7	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>279</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>13</b>	204
<b>TOTAL HONG KONG</b>			<b>279</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>13</b>	204
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	124	0	0	85	8	4	3	0	0	5	79	8	124
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	80	13	5	2	0	0	7	82	5	123

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BUDAPEST			248	0	0	82	10	4	3	0	0	6	81	6	247
TOTAL HUNGARY			248	0	0	82	10	4	3	0	0	6	81	6	247
ICELAND															
KEFLAVIK	ICELANDAIR	S	66	0	0	74	18	8	0	0	0	4	57	15	60
TOTAL KEFLAVIK			66	0	0	74	18	8	0	0	0	4	57	15	60
TOTAL ICELAND			66	0	0	74	18	8	0	0	0	4	57	15	60
INDIA															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	61	22	6	0	0	11	130	35	32	17
TOTAL CALCUTTA			18	0	0	61	22	6	0	0	11	130	35	32	17
DELHI	AIR CANADA	S	30	1	5	33	33	10	17	3	3	81	31	45	36
	AIR INDIA	S	4	0	1	50	25	0	25	0	0	29	0	0	0
	BRITISH AIRWAYS PLC	S	8	0	0	25	50	0	13	0	13	156	30	51	10
TOTAL DELHI			42	1	6	33	36	7	17	2	5	90	30	46	46
MUMBAI	AIR INDIA	S	80	3	1	31	20	25	13	8	4	71	20	137	104
	BRITISH AIRWAYS PLC	S	62	0	0	63	23	6	8	0	0	13	47	27	36
TOTAL MUMBAI			142	3	1	45	21	17	11	4	2	46	27	109	140
TOTAL INDIA			202	4	7	44	24	14	11	3	3	62	37	74	246
INDONESIA															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	35	0	0	66	14	17	3	0	0	13	56	17	36
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			35	0	0	66	14	17	3	0	0	13	56	17	36
TOTAL INDONESIA			35	0	0	66	14	17	3	0	0	13	56	17	36
IRAN															
TEHRAN	BRITISH AIRWAYS PLC	S	19	0	0	58	32	11	0	0	0	12	89	-4	19
	IRAN AIR	S	28	0	0	64	25	7	4	0	0	10	68	22	28
TOTAL TEHRAN			47	0	0	62	28	9	2	0	0	11	77	12	47
TOTAL IRAN			47	0	0	62	28	9	2	0	0	11	77	12	47
IRISH REPUBLIC															
CORK	AER LINGUS	S	230	0	0	83	12	2	2	2	0	12	76	15	221
	AER LINGUS	C	2	0	0	50	50	0	0	0	0	7	0	0	0
TOTAL CORK			232	0	0	83	12	2	2	2	0	12	76	15	221
DUBLIN	AER LINGUS	S	808	0	14	80	11	6	2	0	0	9	78	10	790
	BMI BRITISH MIDLAND	S	504	1	0	83	11	4	3	0	0	7	80	8	486
TOTAL DUBLIN			1312	1	14	81	11	5	3	0	0	8	79	10	1276
SHANNON	AER LINGUS	S	228	0	5	78	15	4	2	2	0	16	76	13	221
TOTAL SHANNON			228	0	5	78	15	4	2	2	0	16	76	13	221
TOTAL IRISH REPUBLIC			1772	1	19	81	11	5	2	1	0	10	78	11	1718
ISRAEL															
OVDA	EL AL	S	18	0	0	67	28	0	6	0	0	9	64	7	11

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL OVDA			18	0	0	67	28	0	6	0	0	9	64	7	11
TEL AVIV	BRITISH AIRWAYS PLC	S	70	0	0	74	16	3	6	0	1	24	80	5	60
	EL AL	S	83	0	4	71	8	11	10	0	0	14	72	7	89
TOTAL TEL AVIV			153	0	4	73	12	7	8	0	1	18	75	7	149
TOTAL ISRAEL			171	0	4	72	13	6	8	0	1	17	74	7	160
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	62	0	0	87	11	0	2	0	0	5	68	18	62
TOTAL BOLOGNA			62	0	0	87	11	0	2	0	0	5	68	18	62
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	13	0	0	0
TOTAL CAGLIARI (ELMAS)			2	0	0	100	0	0	0	0	0	13	0	0	0
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	75	13	13	0	0	0	10	50	20	6
TOTAL CATANIA (FONTANAROSSA)			8	0	0	75	13	13	0	0	0	10	50	20	6
MILAN (LINATE)	ALITALIA	S	359	2	10	56	26	13	4	0	0	18	35	47	355
	BRITISH AIRWAYS PLC	S	250	0	0	58	24	12	4	1	1	22	40	33	248
TOTAL MILAN (LINATE)			609	3	10	57	25	13	4	1	0	20	37	41	603
PISA	BRITISH AIRWAYS PLC	S	70	0	0	79	16	4	1	0	0	7	66	20	70
TOTAL PISA			70	0	0	79	16	4	1	0	0	7	66	20	70
ROME (FIUMICINO)	ALITALIA	S	304	1	5	60	23	13	4	0	0	17	52	26	307
	BRITISH AIRWAYS PLC	S	310	0	0	76	14	5	4	0	0	11	52	25	248
TOTAL ROME (FIUMICINO)			614	1	5	68	18	9	4	0	0	14	51	25	601
TURIN	ALITALIA	S	62	0	0	58	19	16	6	0	0	16	56	26	54
	BRITISH AIRWAYS PLC	S	124	0	0	76	14	6	2	2	0	12	80	5	64
TOTAL TURIN			186	0	0	70	16	9	4	2	0	13	69	15	118
VENICE	BRITISH AIRWAYS PLC	S	70	0	0	90	4	4	1	0	0	-1	77	8	62
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	11	100	11	2
TOTAL VENICE			72	0	0	89	6	4	1	0	0	-1	78	8	64
TOTAL ITALY			1623	4	15	66	20	9	4	1	0	15	49	30	1526
JAMAICA															
KINGSTON	AIR JAMAICA	S	25	1	1	60	16	12	12	0	0	23	0	0	0
TOTAL KINGSTON			25	1	1	60	16	12	12	0	0	23	0	0	0
TOTAL JAMAICA			25	1	1	60	16	12	12	0	0	23	0	0	0
JAPAN															
NAGOYA (AFB)	BRITISH AIRWAYS PLC	S	18	0	0	72	17	11	0	0	0	7	56	19	16
TOTAL NAGOYA (AFB)			18	0	0	72	17	11	0	0	0	7	56	19	16
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	18	0	0	72	17	6	6	0	0	10	100	0	2
	BRITISH AIRWAYS PLC	S	50	0	0	80	10	6	2	2	0	6	53	33	19
	JAPAN AIRLINES	S	44	0	0	48	32	16	5	0	0	20	55	19	38
TOTAL OSAKA (KANSAI)			112	0	0	66	20	10	4	1	0	12	56	23	59
TOKYO (NARITA)	AEROFLOT	S	24	0	0	58	13	21	8	0	0	20	39	31	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	69	13	15	3	0	0	13	58	14	64
	BRITISH AIRWAYS PLC	S	113	0	1	80	14	4	2	0	4	61	25	116	
	JAPAN AIRLINES	S	80	0	0	55	20	20	5	0	20	64	28	75	
	VIRGIN ATLANTIC AIRWAYS LTD	S	51	1	1	55	20	18	6	2	18	59	18	54	
<b>TOTAL TOKYO (NARITA)</b>			<b>330</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>23</b>	<b>327</b>	
<b>TOTAL JAPAN</b>			<b>460</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>22</b>	<b>402</b>	
<b>JORDAN</b>															
AMMAN	BRITISH AIRWAYS PLC	S	40	1	2	85	13	0	0	3	0	11	69	7	32
	BRITISH MEDITERRANEAN AIRWA	S	18	0	1	83	6	11	0	0	6	94	-13	18	
	ROYAL JORDANIAN	S	62	0	0	60	19	13	8	0	17	63	14	52	
<b>TOTAL AMMAN</b>			<b>120</b>	<b>1</b>	<b>3</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>13</b>	<b>71</b>	<b>7</b>	<b>102</b>	
AQABA	BRITISH AIRWAYS PLC	C	2	0	0	0	0	50	50	0	0	97	0	35	1
<b>TOTAL AQABA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>35</b>	<b>1</b>
<b>TOTAL JORDAN</b>			<b>122</b>	<b>1</b>	<b>3</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>15</b>	<b>70</b>	<b>7</b>	<b>103</b>	
<b>KENYA</b>															
MOMBASA	KENYA AIRWAYS	S	8	0	0	100	0	0	0	0	0	-4	64	21	14
<b>TOTAL MOMBASA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>64</b>	<b>21</b>	<b>14</b>
NAIROBI	KENYA AIRWAYS	S	60	0	2	67	12	12	0	5	5	48	71	14	49
<b>TOTAL NAIROBI</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>48</b>	<b>68</b>	<b>14</b>	<b>68</b>
<b>TOTAL KENYA</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>42</b>	<b>67</b>	<b>16</b>	<b>82</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	54	0	0	93	4	0	0	2	2	9	82	0	45
	KUWAIT AIRWAYS	S	62	0	0	55	32	8	5	0	0	16	61	11	62
<b>TOTAL KUWAIT</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>70</b>	<b>6</b>	<b>107</b>
<b>TOTAL KUWAIT</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>70</b>	<b>6</b>	<b>107</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	C	6	0	0	33	33	17	17	0	0	20	43	28	7
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>28</b>	<b>7</b>
<b>TOTAL KYRGYZSTAN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>28</b>	<b>7</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	12	0	0	33	17	50	0	0	0	23	0	0	0
<b>TOTAL RIGA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LATVIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	7	1	0	100	0	0	0	0	0	4	75	2	8
	MEA	S	36	0	0	50	28	19	3	0	0	18	51	17	35
<b>TOTAL BEIRUT</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>14</b>	<b>43</b>
<b>TOTAL LEBANON</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>14</b>	<b>43</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	44	0	0	100	0	0	0	0	0	-4	76	9	34
TOTAL VILNIUS			44	0	0	100	0	0	0	0	0	-4	76	9	34
TOTAL LITHUANIA			44	0	0	100	0	0	0	0	0	-4	76	9	34
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	54	0	0	70	17	11	2	0	0	11	81	7	54
LUXEMBOURG	LUXAIR	S	116	0	0	84	11	1	4	0	0	7	78	8	114
TOTAL LUXEMBOURG			170	0	0	79	13	4	4	0	0	9	79	8	168
TOTAL LUXEMBOURG			170	0	0	79	13	4	4	0	0	9	79	8	168
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	123	1	4	58	32	8	2	0	0	13	59	21	123
TOTAL KUALA LUMPUR (SEPANG)			123	1	4	58	32	8	2	0	0	13	59	21	123
TOTAL MALAYSIA			123	1	4	58	32	8	2	0	0	13	59	21	123
<b>MALTA</b>															
MALTA	AIR MALTA	S	120	0	0	66	13	13	7	1	0	14	32	38	124
TOTAL MALTA			120	0	0	66	13	13	7	1	0	14	32	38	124
TOTAL MALTA			120	0	0	66	13	13	7	1	0	14	32	38	124
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	16	0	0	25	25	31	19	0	0	31	50	32	18
TOTAL MAURITIUS			16	0	0	25	25	31	19	0	0	31	50	32	18
TOTAL MAURITIUS			16	0	0	25	25	31	19	0	0	31	50	32	18
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	19	0	0	79	16	5	0	0	0	3	85	-6	26
TOTAL MEXICO CITY			19	0	0	79	16	5	0	0	0	3	85	-6	26
TOTAL MEXICO			19	0	0	79	16	5	0	0	0	3	85	-6	26
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	62	0	0	65	19	8	6	2	0	18	56	39	43
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	52	0	0	58	19	15	8	0	0	16	79	9	52
TOTAL CASABLANCA MOHAMED V			114	0	0	61	19	11	7	1	0	17	68	23	95
TOTAL MOROCCO			114	0	0	61	19	11	7	1	0	17	70	21	132
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	26	0	0	50	23	12	8	8	0	41	65	16	26
TOTAL WINDHOEK			26	0	0	50	23	12	8	8	0	41	65	16	26
TOTAL NAMIBIA			26	0	0	50	23	12	8	8	0	41	65	16	26
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	81	8	8	4	0	0	10	58	24	26
TAIPEI	EVA AIR	S	28	0	0	54	21	21	4	0	0	18	42	28	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TAIPEI			54	0	0	67	15	15	4	0	0	14	50	26	52
TOTAL NATIONALIST CHINA (TAIWAN)			54	0	0	67	15	15	4	0	0	14	50	26	52
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	523	0	2	84	10	4	2	0	0	9	79	9	477
	BRITISH AIRWAYS PLC	S	418	0	0	85	6	5	3	0	0	5	74	11	416
	KLM	S	494	0	2	81	10	6	2	1	0	7	74	10	489
	UNITED AIRLINES	S	52	0	0	56	23	15	6	0	0	18	57	19	61
TOTAL AMSTERDAM			1487	0	4	82	9	6	3	0	0	8	75	10	1443
EINDHOVEN	KLM	S	91	0	1	89	7	0	4	0	0	5	78	5	86
TOTAL EINDHOVEN			91	0	1	89	7	0	4	0	0	5	78	5	86
ROTTERDAM	KLM	S	268	0	2	79	12	7	2	1	0	8	57	20	264
TOTAL ROTTERDAM			268	0	2	79	12	7	2	1	0	8	57	20	264
TOTAL NETHERLANDS			1846	1	7	82	9	5	3	0	0	8	72	11	1793
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	42	0	0	55	26	7	10	2	0	24	72	8	36
TOTAL AUCKLAND INTERNATIONAL			42	0	0	55	26	7	10	2	0	24	72	8	36
TOTAL NEW ZEALAND			42	0	0	55	26	7	10	2	0	24	72	8	36
<b>NIGERIA</b>															
LAGOS	NIGERIA AIRWAYS	S	24	0	6	33	21	25	21	0	0	37	46	49	26
TOTAL LAGOS			24	0	6	33	21	25	21	0	0	37	46	49	26
TOTAL NIGERIA			24	0	6	33	21	25	21	0	0	37	46	49	26
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	62	0	0	89	5	2	5	0	0	7	58	19	62
TOTAL BERGEN			62	0	0	89	5	2	5	0	0	7	58	19	62
OSLO (FORNEBU)	BRITISH AIRWAYS PLC	S	186	0	0	81	10	5	4	0	0	8	81	7	176
	SAS	S	233	0	3	77	14	6	3	0	0	10	69	13	235
TOTAL OSLO (FORNEBU)			419	0	3	79	12	5	3	0	0	9	74	11	411
STAVANGER	SAS	S	124	0	0	78	19	3	0	0	0	6	81	5	124
TOTAL STAVANGER			124	0	0	78	19	3	0	0	0	6	81	5	124
TOTAL NORWAY			605	0	3	80	13	5	3	0	0	8	74	10	597
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	81	11	6	2	0	0	9	82	6	61
	GULF AIR	S	54	2	1	70	15	9	4	0	2	22	75	11	64
TOTAL MUSCAT			116	2	1	76	13	8	3	0	1	15	78	9	125
TOTAL OMAN			116	2	1	76	13	8	3	0	1	15	78	9	125
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	22	0	0	18	36	32	14	0	0	32	35	32	17

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL ISLAMABAD</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>36</b>	<b>32</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>35</b>	<b>32</b>	17
KARACHI	PAKISTAN INTL AIRLINES	S	22	0	0	59	27	14	0	0	0	12	46	26	35
<b>TOTAL KARACHI</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>26</b>	35
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	11	61	22	6	0	0	28	0	0	0
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL PAKISTAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>40</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>42</b>	<b>28</b>	52
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	36	0	0	78	11	3	8	0	0	7	53	47	36
	PHILIPPINE AIRLINES	S	26	0	0	15	15	15	42	8	4	81	0	0	0
<b>TOTAL MANILA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>8</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>53</b>	<b>47</b>	36
<b>TOTAL PHILIPPINES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>8</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>53</b>	<b>47</b>	36
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	125	0	1	85	10	4	2	0	0	6	81	9	103
	LOT-POLISH AIRLINES	S	134	0	0	81	13	4	2	0	0	6	81	13	91
<b>TOTAL WARSAW</b>			<b>259</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	194
<b>TOTAL POLAND</b>			<b>259</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>13</b>	198
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	56	0	0	73	14	13	0	0	0	9	57	14	58
	BMI BRITISH MIDLAND	C	10	0	0	70	10	20	0	0	0	10	63	15	8
<b>TOTAL FARO</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>14</b>	66
LISBON	AIR PORTUGAL	S	180	0	0	86	9	4	1	0	0	4	86	6	181
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	100	0	0	0	40	100	-4	2
	BRITISH AIRWAYS PLC	S	186	0	0	80	13	6	1	0	0	7	73	15	186
<b>TOTAL LISBON</b>			<b>368</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>10</b>	369
OPORTO (PORTUGAL)	AIR PORTUGAL	S	62	0	0	79	8	6	6	0	0	10	77	12	62
	BRITISH AIRWAYS PLC	S	52	0	0	94	2	4	0	0	0	1	73	11	62
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>12</b>	124
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>548</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>11</b>	559
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	67	28	6	0	0	0	7	78	7	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>7</b>	18
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>7</b>	18
<b>QATAR</b>															
DOHA	GULF AIR	S	9	0	0	44	11	44	0	0	0	20	0	0	0
<b>TOTAL DOHA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL QATAR</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
<b>REPUBLIC OF KOREA</b>															
SEOUL (KIMPO)	BRITISH AIRWAYS PLC	S	26	1	1	62	15	12	12	0	0	14	72	27	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SEOUL (KIMPO)	KOREAN AIR	S	36	0	0	67	19	8	6	0	0	15	42	34	26
<b>TOTAL SEOUL (KIMPO)</b>			<b>62</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>31</b>	<b>44</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>62</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>31</b>	<b>44</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	36	0	0	61	19	11	8	0	0	16	63	12	27
	SOUTH AFRICAN AIRWAYS	S	25	0	1	68	20	12	0	0	0	11	71	11	17
<b>TOTAL CAPE TOWN</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>11</b>	<b>44</b>
DURBAN	BRITISH AIRWAYS PLC	S	27	0	0	59	19	4	4	0	15	164	59	10	17
	SOUTH AFRICAN AIRWAYS	S	26	0	0	50	23	8	19	0	0	31	43	21	23
<b>TOTAL DURBAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>8</b>	<b>99</b>	<b>50</b>	<b>16</b>	<b>40</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	62	0	0	68	23	6	3	0	0	11	84	5	44
	SOUTH AFRICAN AIRWAYS	S	58	0	2	36	22	21	16	2	3	67	40	37	52
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	1	0	54	23	12	8	0	4	53	0	0	0
<b>TOTAL JOHANNESBURG</b>			<b>146</b>	<b>1</b>	<b>2</b>	<b>53</b>	<b>23</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>41</b>	<b>60</b>	<b>22</b>	<b>96</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>260</b>	<b>1</b>	<b>3</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>59</b>	<b>18</b>	<b>180</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	62	1	1	84	6	3	5	2	0	11	82	10	78
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>62</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>78</b>
<b>TOTAL RUMANIA</b>			<b>62</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>78</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	95	0	0	74	18	7	1	0	0	10	61	16	87
	BRITISH AIRWAYS PLC	S	62	0	0	68	11	10	11	0	0	17	77	13	78
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>15</b>	<b>165</b>
ST PETERSBURG	AEROFLOT	S	8	0	0	75	25	0	0	0	0	6	88	5	8
	BRITISH AIRWAYS PLC	S	42	0	0	79	12	10	0	0	0	5	70	11	44
<b>TOTAL ST PETERSBURG</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>10</b>	<b>52</b>
<b>TOTAL RUSSIA</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>14</b>	<b>217</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	BRITISH AIRWAYS PLC	S	52	0	0	90	2	6	2	0	0	-4	91	-2	53
	SAUDI ARABIAN AIRLINES	S	18	0	0	50	22	22	6	0	0	24	67	16	12
<b>TOTAL DHAHRAN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>1</b>	<b>65</b>
JEDDAH	BRITISH AIRWAYS PLC	S	33	0	3	88	0	0	6	6	0	15	86	8	35
	SAUDI ARABIAN AIRLINES	S	36	0	0	64	28	8	0	0	0	12	68	17	34
<b>TOTAL JEDDAH</b>			<b>69</b>	<b>1</b>	<b>3</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>69</b>
RIYADH	BRITISH AIRWAYS PLC	S	27	0	0	93	4	0	4	0	0	-5	85	-2	26
	SAUDI ARABIAN AIRLINES	S	8	0	0	75	13	13	0	0	0	10	86	9	14
<b>TOTAL RIYADH</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>85</b>	<b>2</b>	<b>40</b>
<b>TOTAL SAUDI ARABIA</b>			<b>174</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>6</b>	<b>174</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	19	0	0	89	11	0	0	0	0	-5	0	0	0
SINGAPORE	SINGAPORE AIRLINES	S	124	0	0	69	23	9	0	0	0	10	56	19	124
<b>TOTAL SINGAPORE</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>19</b>	<b>124</b>
<b>TOTAL SINGAPORE</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>19</b>	<b>124</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	58	0	0	71	19	9	0	2	0	13	65	18	54
<b>TOTAL LJUBLJANA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>18</b>	<b>54</b>
<b>TOTAL SLOVENIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>18</b>	<b>54</b>
<b>SPAIN</b>															
ALICANTE	IBERIA	S	62	0	0	66	19	3	11	0	0	17	0	0	0
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>14</b>	<b>62</b>
BARCELONA	BRITISH AIRWAYS PLC	S	186	0	0	79	15	4	3	0	0	7	82	8	186
BARCELONA	IBERIA	S	186	0	0	87	7	3	3	0	0	3	86	3	185
<b>TOTAL BARCELONA</b>			<b>372</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>6</b>	<b>373</b>
BILBAO	BRITISH AIRWAYS PLC	S	62	0	0	89	6	3	2	0	0	2	89	2	62
BILBAO	IBERIA	S	62	0	0	94	2	3	2	0	0	-1	92	4	62
<b>TOTAL BILBAO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>124</b>
MADRID	BRITISH AIRWAYS PLC	S	248	0	0	55	19	17	9	0	0	22	72	22	186
MADRID	IBERIA	S	298	0	4	58	19	13	9	1	0	22	85	4	298
<b>TOTAL MADRID</b>			<b>546</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>19</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>11</b>	<b>484</b>
MALAGA	IBERIA	S	62	0	0	40	24	16	16	3	0	34	100	3	6
<b>TOTAL MALAGA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>24</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>69</b>	<b>17</b>	<b>62</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	62	0	0	65	19	13	3	0	0	17	79	17	62
PALMA DE MALLORCA	IBERIA	S	10	0	0	90	0	0	10	0	0	7	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>13</b>	<b>122</b>
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	51	1	0	98	2	0	0	0	0	-6	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEVILLE	IBERIA	S	62	0	0	94	0	3	3	0	0	-3	84	7	62
<b>TOTAL SEVILLE</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>83</b>	<b>8</b>	<b>63</b>
VALENCIA	IBERIA	S	62	0	0	92	3	5	0	0	0	0	92	5	62
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>1414</b>	<b>2</b>	<b>4</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>9</b>	<b>1352</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	36	0	0	69	11	11	8	0	0	19	53	24	34
<b>TOTAL COLOMBO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>24</b>	<b>34</b>
<b>TOTAL SRI LANKA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>24</b>	<b>34</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights		
			MATCHED	Actual (7)											Plan (8)	
<b>SUDAN</b>																
KHARTOUM	SUDAN AIRWAYS	S	9	1	6	44	11	11	22	11	0	39	39	52	18	
TOTAL KHARTOUM			<b>9</b>	<b>1</b>	<b>6</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>52</b>	<b>18</b>	
TOTAL SUDAN			<b>9</b>	<b>1</b>	<b>6</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>52</b>	<b>18</b>	
<b>SWEDEN</b>																
GOTEBORG	BRITISH AIRWAYS PLC	S	124	0	0	79	9	9	3	0	0	9	82	4	124	
	SAS	S	131	0	4	81	14	4	2	0	0	7	81	7	134	
TOTAL GOTEBORG			<b>255</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>6</b>	<b>258</b>	
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	246	0	2	86	8	5	1	0	0	6	79	7	248	
	SAS	S	302	0	0	80	11	6	2	0	0	8	78	9	301	
TOTAL STOCKHOLM (ARLANDA)			<b>548</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>8</b>	<b>549</b>	
TOTAL SWEDEN			<b>803</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>7</b>	<b>807</b>	
<b>SWITZERLAND</b>																
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	124	0	0	67	22	8	3	0	0	12	69	10	116	
	SWISS AIRLINES	S	134	0	0	77	14	6	3	0	0	7	68	14	124	
TOTAL BASLE MULHOUSE			<b>258</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>12</b>	<b>242</b>	
GENEVA	BRITISH AIRWAYS PLC	S	260	0	0	83	10	7	0	0	0	8	70	13	244	
	SWISSAIR	S	248	0	0	85	10	2	3	0	0	6	68	13	249	
TOTAL GENEVA			<b>508</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>13</b>	<b>511</b>	
ZURICH	BMI BRITISH MIDLAND	S	240	0	0	66	23	10	1	0	0	12	0	0	0	
	BRITISH AIRWAYS PLC	S	240	0	0	76	16	5	3	0	0	8	64	19	242	
	SWISSAIR	S	321	0	0	69	19	8	4	0	0	13	64	14	310	
TOTAL ZURICH			<b>801</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>15</b>	<b>580</b>	
TOTAL SWITZERLAND			<b>1567</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>14</b>	<b>1333</b>	
<b>SYRIA</b>																
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	16	0	0	75	19	6	0	0	0	9	94	-8	16	
	SYRIANAIR	S	27	0	0	74	11	7	7	0	0	8	67	7	27	
TOTAL DAMASCUS			<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>3</b>	<b>47</b>	
TOTAL SYRIA			<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>3</b>	<b>47</b>	
<b>TANZANIA</b>																
DAR-ES-SALAAM	ALLIANCE	S	16	0	0	50	19	13	13	0	6	52	61	15	18	
TOTAL DAR-ES-SALAAM			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>69</b>	<b>11</b>	<b>45</b>	
TOTAL TANZANIA			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>69</b>	<b>11</b>	<b>45</b>	
<b>THAILAND</b>																
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	62	0	0	42	34	16	5	3	0	31	42	32	62	
TOTAL BANGKOK			<b>63</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>33</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>42</b>	<b>32</b>	<b>62</b>	
TOTAL THAILAND			<b>63</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>33</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>42</b>	<b>32</b>	<b>62</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	52	0	0	42	21	12	19	6	0	41	60	13	52
TOTAL PORT OF SPAIN			52	0	0	42	21	12	19	6	0	41	60	13	52
TOTAL TRINIDAD AND TOBAGO			52	0	0	42	21	12	19	6	0	41	60	13	52
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	26	0	0	23	35	42	0	0	0	27	39	35	28
TOTAL TUNIS			26	0	0	23	35	42	0	0	0	27	44	37	54
TOTAL TUNISIA			26	0	0	23	35	42	0	0	0	27	44	37	54
<b>TURKEY</b>															
DALAMAN	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	0	-2	80	9	10
TOTAL DALAMAN			8	0	0	100	0	0	0	0	0	-2	73	12	11
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	69	15	11	5	1	0	15	66	16	124
	ISTANBUL HAVA YOLLARI	C	16	0	0	6	31	31	31	0	0	47	44	130	9
	THY TURK HAVA YOLLARI TURKIS	S	124	0	0	64	25	10	1	0	0	11	66	10	122
TOTAL ISTANBUL			264	0	0	63	20	12	5	0	0	15	65	17	255
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	16	1	0	44	38	19	0	0	0	13	61	26	18
TOTAL IZMIR (ADNAM MENDERES)			16	1	0	44	38	19	0	0	0	13	61	26	18
TOTAL TURKEY			288	1	0	63	21	12	4	0	0	14	64	21	293
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	75	25	0	0	0	0	5	0	0	0
TOTAL ASHKHABAD			8	0	0	75	25	0	0	0	0	5	0	124	8
TOTAL TURKMENISTAN			8	0	0	75	25	0	0	0	0	5	0	124	8
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	89	10	2	0	0	0	-3	79	3	62
	EMIRATES	S	16	0	1	56	25	6	13	0	0	21	69	18	13
	GULF AIR	S	39	0	1	77	5	10	5	3	0	17	61	13	41
TOTAL ABU DHABI INTERNATIONAL			117	0	2	80	10	5	3	1	0	7	72	8	116
DUBAI	EMIRATES	S	103	0	5	55	24	13	6	2	0	22	61	19	112
TOTAL DUBAI			103	0	5	55	24	13	6	2	0	22	60	19	114
TOTAL UNITED ARAB EMIRATES			220	0	7	69	17	9	5	1	0	14	66	14	230
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	392	0	2	89	8	2	1	0	0	3	86	6	389
TOTAL ABERDEEN			392	0	2	89	8	2	1	0	0	3	86	6	389
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	488	0	0	86	7	3	3	1	0	8	88	5	485
	BRITISH AIRWAYS PLC	S	372	0	0	85	9	4	2	0	0	7	85	6	370
TOTAL BELFAST INTERNATIONAL			860	0	0	86	7	3	3	1	0	7	87	5	855
EDINBURGH	BMI BRITISH MIDLAND	S	519	0	0	79	15	5	2	0	0	8	82	7	519
	BRITISH AIRWAYS PLC	S	672	1	2	81	13	4	2	0	0	8	82	8	667

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL EDINBURGH</b>			<b>1191</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>7</b>	1186
<b>GLASGOW</b>	BMI BRITISH MIDLAND	S	488	0	0	80	13	5	2	0	0	9	80	8	483
	BRITISH AIRWAYS PLC	S	680	8	0	82	12	4	2	0	0	7	83	7	674
<b>TOTAL GLASGOW</b>			<b>1168</b>	<b>8</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>7</b>	1157
<b>GUERNSEY</b>	KLM UK LTD	S	246	0	0	95	4	1	0	0	0	-3	85	6	236
<b>TOTAL GUERNSEY</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>85</b>	<b>6</b>	236
<b>INVERNESS</b>	BRITISH AIRWAYS PLC	S	184	0	0	73	21	4	1	1	1	12	77	9	184
<b>TOTAL INVERNESS</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>77</b>	<b>9</b>	184
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	170	0	0	90	5	2	2	0	0	3	86	3	168
<b>TOTAL ISLE OF MAN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>3</b>	168
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	242	0	0	87	9	2	2	0	0	4	89	3	246
<b>TOTAL JERSEY</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>3</b>	246
<b>LEEDS BRADFORD</b>	BMI BRITISH MIDLAND	S	280	0	2	82	10	5	3	0	0	8	87	7	281
<b>TOTAL LEEDS BRADFORD</b>			<b>281</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	281
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	626	8	2	84	10	4	2	0	0	6	84	7	608
<b>TOTAL MANCHESTER</b>			<b>627</b>	<b>8</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	608
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	338	0	2	88	5	4	2	0	0	5	90	3	336
<b>TOTAL NEWCASTLE</b>			<b>338</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>3</b>	336
<b>NEWQUAY</b>	BRITISH AIRWAYS CITIEXPRESS L	S	78	0	0	90	5	3	3	0	0	2	66	14	71
<b>TOTAL NEWQUAY</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>14</b>	71
<b>PLYMOUTH</b>	BRITISH AIRWAYS CITIEXPRESS L	S	154	0	0	78	13	6	3	0	0	8	58	21	151
<b>TOTAL PLYMOUTH</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>21</b>	151
<b>TEESSIDE</b>	BMI BRITISH MIDLAND	S	285	0	1	84	9	5	2	0	0	5	89	2	284
<b>TOTAL TEESSIDE</b>			<b>285</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>2</b>	284
<b>TOTAL UNITED KINGDOM</b>			<b>6217</b>	<b>17</b>	<b>12</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	6155
<b>USA</b>															
<b>BOSTON</b>	AMERICAN AIRLINES	S	123	1	0	80	14	3	2	0	0	6	85	8	124
	BRITISH AIRWAYS PLC	S	122	1	1	88	6	7	0	0	0	-4	81	5	124
<b>TOTAL BOSTON</b>			<b>245</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>6</b>	248
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	185	0	1	74	12	6	6	1	0	15	78	5	186
	BRITISH AIRWAYS PLC	S	115	0	0	83	7	5	2	2	2	11	76	12	119
	UNITED AIRLINES	S	62	0	0	82	8	2	8	0	0	10	69	28	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>362</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>76</b>	<b>11</b>	367
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	62	0	0	74	10	11	0	2	3	37	70	16	61
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>37</b>	<b>70</b>	<b>16</b>	61
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	61	1	0	89	7	2	3	0	0	4	74	11	62
	BRITISH AIRWAYS PLC	S	124	0	0	83	7	7	2	0	0	5	82	6	124
	UNITED AIRLINES	S	62	0	0	71	16	6	6	0	0	12	61	28	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	65	23	6	5	2	0	12	77	0	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>309</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>10</b>	310
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	74	8	8	8	2	0	18	79	6	62
	BRITISH AIRWAYS PLC	S	62	0	0	85	13	2	0	0	0	-1	79	3	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>5</b>	124
NEW YORK (JF KENNEDY)	AIR INDIA	S	59	2	2	42	15	22	8	8	3	61	19	89	62
	AMERICAN AIRLINES	S	371	2	0	79	8	6	6	0	0	10	80	8	369
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	13	100	2	2
	BRITISH AIRWAYS PLC	S	425	0	0	83	9	3	3	1	0	9	79	8	370
	KUWAIT AIRWAYS	S	27	0	0	81	11	7	0	0	0	4	73	13	26
	UNITED AIRLINES	S	124	0	0	74	13	7	6	0	0	9	76	9	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	116	1	6	60	16	11	6	5	2	34	73	15	124
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1125</b>	<b>5</b>	<b>8</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	1141
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	62	0	0	77	6	11	3	2	0	11	82	6	61
	UNITED AIRLINES	S	62	0	0	63	24	5	8	0	0	17	66	13	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	71	16	6	6	0	0	12	77	9	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>9</b>	185
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	85	10	3	2	0	0	1	77	2	119
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>2</b>	119
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	115	0	0	89	4	5	2	0	0	0	62	15	119
	UNITED AIRLINES	S	124	0	0	76	10	6	6	1	0	13	53	29	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	1	0	55	27	5	7	7	0	34	78	9	60
<b>TOTAL SAN FRANCISCO</b>			<b>299</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>17</b>	241
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	89	8	3	0	0	0	-1	73	16	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>73</b>	<b>16</b>	62
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	115	0	0	77	14	4	5	0	0	9	75	10	118
	UNITED AIRLINES	S	124	1	0	73	14	9	5	0	0	12	65	21	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	2	78	13	2	7	0	0	6	0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>299</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>15</b>	246
<b>TOTAL USA</b>			<b>3197</b>	<b>10</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>12</b>	3104
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	32	0	2	84	3	6	6	0	0	10	61	23	36
<b>TOTAL TASHKENT</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>23</b>	36
<b>TOTAL UZBEKISTAN</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>23</b>	36
<b>VENEZUELA</b>															
CARACAS	VIASA	S	10	0	2	40	0	0	20	40	0	109	22	48	18
<b>TOTAL CARACAS</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>109</b>	<b>22</b>	<b>48</b>	18
<b>TOTAL VENEZUELA</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>109</b>	<b>22</b>	<b>48</b>	18
<b>TOTAL HEATHROW</b>			<b>36266</b>	<b>74</b>	<b>289</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	35645

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	10	0	0	40	50	10	0	0	0	14	60	12	10
	BRITANNIA AIRWAYS	C	9	0	1	78	0	0	22	0	0	13	79	6	19
	CALEDONIAN AIRWAYS	C	11	2	2	45	9	9	36	0	0	53	14	140	14
	EUROCYPRIA AIRLINES LTD	C	21	3	1	29	14	19	14	24	0	79	0	0	0
	MONARCH AIRLINES	C	30	0	0	47	10	10	33	0	0	39	73	18	26
<b>TOTAL LARNACA</b>			<b>81</b>	<b>5</b>	<b>4</b>	<b>44</b>	<b>15</b>	<b>11</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>57</b>	<b>40</b>	<b>77</b>
<b>PAPHOS</b>															
	AIR 2000	C	18	0	0	72	11	17	0	0	0	14	75	10	8
	BRITANNIA AIRWAYS	C	19	6	5	79	11	0	0	11	0	31	83	0	24
	CALEDONIAN AIRWAYS	C	8	0	0	50	13	13	25	0	0	35	0	139	10
	EUROCYPRIA AIRLINES LTD	C	14	2	0	43	14	36	7	0	0	33	0	0	0
<b>TOTAL PAPHOS</b>			<b>60</b>	<b>8</b>	<b>5</b>	<b>63</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>28</b>	<b>69</b>
<b>TOTAL CYPRUS</b>			<b>141</b>	<b>13</b>	<b>9</b>	<b>52</b>	<b>14</b>	<b>13</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>62</b>	<b>34</b>	<b>146</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH WORLD AIRLINES LTD	S	114	0	3	79	11	5	3	3	0	13	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>114</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>114</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
NICE	AIR FOYLE PASSENGER AIRLINES	S	68	6	2	71	19	7	3	0	0	12	0	0	0
<b>TOTAL NICE</b>			<b>68</b>	<b>6</b>	<b>2</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL (CHARLES DE GAULLE)	SCOT AIRWAYS	S	148	6	32	82	9	6	3	0	0	5	86	27	14
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>148</b>	<b>6</b>	<b>32</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>7</b>	<b>168</b>
TARBES-LOURDES INTERNATIONAL	AERIS	C	6	4	6	67	0	0	33	0	0	27	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>6</b>	<b>4</b>	<b>6</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>30</b>	<b>40</b>	<b>10</b>
<b>TOTAL FRANCE</b>			<b>222</b>	<b>16</b>	<b>40</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>178</b>
<b>GERMANY</b>															
MUNICH	BRITISH WORLD AIRLINES LTD	S	99	1	0	80	14	3	3	0	0	12	0	0	0
<b>TOTAL MUNICH</b>			<b>99</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>99</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	12	3	5	100	0	0	0	0	0	-7	100	0	17
<b>TOTAL CORFU</b>			<b>13</b>	<b>3</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>100</b>	<b>0</b>	<b>17</b>
HERAKLION	BRITANNIA AIRWAYS	C	4	0	1	75	25	0	0	0	0	-3	78	0	9
<b>TOTAL HERAKLION</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>73</b>	<b>21</b>	<b>22</b>
KEFALLINIA	BRITANNIA AIRWAYS	C	8	2	1	50	25	0	25	0	0	25	86	2	7
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>86</b>	<b>2</b>	<b>7</b>
KOS	BRITANNIA AIRWAYS	C	6	1	0	83	0	17	0	0	0	3	71	6	7
<b>TOTAL KOS</b>			<b>6</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>3</b>	<b>15</b>
RHODES	BRITANNIA AIRWAYS	C	3	0	1	100	0	0	0	0	0	11	86	0	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL RHODES			3	0	1	100	0	0	0	0	0	11	73	7	15
SALONIKA	BRITANNIA AIRWAYS	C	5	0	1	60	40	0	0	0	0	10	100	-5	7
TOTAL SALONIKA			5	0	1	60	40	0	0	0	0	10	100	-5	7
ZAKINTHOS	BRITANNIA AIRWAYS	C	3	0	1	67	33	0	0	0	0	2	100	-6	9
TOTAL ZAKINTHOS			3	0	1	67	33	0	0	0	0	2	92	-4	12
TOTAL GREECE			42	7	10	79	14	2	5	0	0	4	83	6	95
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	231	4	2	79	10	6	5	0	0	10	96	-1	162
TOTAL DUBLIN			231	4	2	79	10	6	5	0	0	10	96	-1	162
KERRY COUNTY	BA CITIEXPRESS (IOM) LTD	S	24	0	4	88	13	0	0	0	0	2	96	-5	28
TOTAL KERRY COUNTY			24	0	4	88	13	0	0	0	0	2	96	-5	28
WATERFORD	SCOT AIRWAYS	S	42	0	6	64	21	14	0	0	0	14	72	13	104
TOTAL WATERFORD			42	0	6	64	21	14	0	0	0	14	72	13	104
TOTAL IRISH REPUBLIC			297	4	12	78	12	6	4	0	0	10	88	4	294
ITALY															
NAPLES	BRITANNIA AIRWAYS	C	6	2	0	83	0	17	0	0	0	9	63	17	8
	EXCEL AIRWAYS LTD	C	8	0	0	25	13	13	0	50	0	129	0	0	0
TOTAL NAPLES			14	2	0	50	7	14	0	29	0	78	47	50	15
PALERMO	EXCEL AIRWAYS LTD	C	7	1	1	29	14	0	14	43	0	132	0	0	0
TOTAL PALERMO			7	1	1	29	14	0	14	43	0	132	13	122	8
TOTAL ITALY			21	3	1	43	10	10	5	33	0	96	33	73	24
MALTA															
MALTA	BRITANNIA AIRWAYS	C	6	3	0	50	33	17	0	0	0	15	63	17	8
TOTAL MALTA			6	3	0	50	33	17	0	0	0	15	53	25	17
TOTAL MALTA			6	3	0	50	33	17	0	0	0	15	53	25	17
NETHERLANDS															
AMSTERDAM	AIR FOYLE PASSENGER AIRLINES	S	158	6	2	87	7	6	0	0	0	3	0	0	0
	SCOT AIRWAYS	S	68	7	8	68	24	7	1	0	0	8	68	19	173
TOTAL AMSTERDAM			226	13	10	81	12	7	0	0	0	4	68	19	173
TOTAL NETHERLANDS			226	13	10	81	12	7	0	0	0	4	68	19	173
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	27	0	1	74	11	15	0	0	0	8	71	14	17
	BRITANNIA AIRWAYS	C	7	1	1	86	14	0	0	0	0	-10	100	1	8
	MONARCH AIRLINES	C	2	0	1	50	50	0	0	0	0	11	89	0	18
TOTAL FARO			36	1	3	75	14	11	0	0	0	5	84	6	43
TOTAL PORTUGAL(EXCLUDING MADEIRA)			36	1	3	75	14	11	0	0	0	5	84	6	43

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	7	1	1	100	0	0	0	0	0	2	90	-3	10
TOTAL FUNCHAL			7	1	1	100	0	0	0	0	0	2	90	-3	10
TOTAL PORTUGAL(MADEIRA)			7	1	1	100	0	0	0	0	0	2	90	-3	10
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	10	1	0	100	0	0	0	0	0	1	75	7	8
	MONARCH AIRLINES	S	36	0	0	69	25	6	0	0	0	9	81	13	36
	MONARCH AIRLINES	C	9	0	3	56	11	0	22	11	0	71	38	44	8
TOTAL ALICANTE			55	1	3	73	18	4	4	2	0	18	66	19	62
ALMERIA	BRITANNIA AIRWAYS	C	10	0	0	50	30	10	10	0	0	18	100	-2	7
TOTAL ALMERIA			10	0	0	50	30	10	10	0	0	18	100	-2	7
BARCELONA	AIR FOYLE PASSENGER AIRLINES	S	60	2	0	53	20	23	3	0	0	20	0	0	0
	BRITISH WORLD AIRLINES LTD	S	171	2	5	73	10	11	5	1	0	10	0	0	0
TOTAL BARCELONA			231	4	5	68	13	14	5	1	0	12	0	0	0
IBIZA	AIR 2000	C	7	0	1	100	0	0	0	0	0	-14	71	36	7
	BRITANNIA AIRWAYS	C	23	1	3	70	4	9	13	4	0	24	78	27	23
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-16	0	0	0
TOTAL IBIZA			38	1	4	82	3	5	8	3	0	9	77	29	30
MADRID	BRITISH WORLD AIRLINES LTD	S	61	0	2	70	10	11	7	2	0	18	0	0	0
TOTAL MADRID			61	0	2	70	10	11	7	2	0	18	0	0	0
MAHON	AIR 2000	C	7	0	1	100	0	0	0	0	0	-1	78	2	9
	BRITANNIA AIRWAYS	C	17	0	1	100	0	0	0	0	0	-8	79	4	14
	MONARCH AIRLINES	S	16	0	0	88	0	13	0	0	0	7	83	5	18
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	6	50	17	8
TOTAL MAHON			48	0	2	92	4	4	0	0	0	1	76	6	49
MALAGA	AIR 2000	C	7	1	0	100	0	0	0	0	0	0	88	4	8
	AIR EUROPA	C	8	0	0	75	0	25	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	7	1	2	71	0	0	0	0	29	140	100	-1	10
	MONARCH AIRLINES	S	36	0	4	75	17	3	6	0	0	7	75	10	36
TOTAL MALAGA			58	2	6	78	10	5	3	0	3	23	81	7	54
PALMA DE MALLORCA	AIR 2000	C	9	0	1	100	0	0	0	0	0	-8	80	21	10
	BRITANNIA AIRWAYS	C	43	5	8	77	2	9	5	2	5	28	90	1	48
	MONARCH AIRLINES	S	18	0	0	72	17	11	0	0	0	11	65	25	17
	MONARCH AIRLINES	C	17	1	5	59	18	6	18	0	0	19	47	39	15
TOTAL PALMA DE MALLORCA			87	6	14	75	8	8	6	1	2	19	77	14	90
REUS	BRITANNIA AIRWAYS	C	9	0	1	89	11	0	0	0	0	1	56	28	9
TOTAL REUS			9	0	1	89	11	0	0	0	0	1	56	28	9
TOTAL SPAIN			597	14	37	73	11	9	5	1	1	14	75	14	301
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	1	1	88	0	13	0	0	0	2	71	-22	7
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	-2	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ARRECIFE	MONARCH AIRLINES	C	8	1	1	88	13	0	0	0	0	3	63	7	8
<b>TOTAL ARRECIFE</b>			<b>26</b>	<b>2</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>-6</b>	<b>15</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	60	10	10	0	20	0	46	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	0	0	20	0	0	19	75	3	8
<b>TOTAL FUERTEVENTURA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>33</b>	<b>75</b>	<b>3</b>	<b>8</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	3	100	2	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	100	-10	10
<b>TOTAL LAS PALMAS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>1</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	88	13	0	0	0	0	7	75	11	8
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	7	90	5	10
	MONARCH AIRLINES	C	7	1	0	71	29	0	0	0	0	10	100	1	7
	MONARCH AIRLINES	S	17	1	0	76	18	6	0	0	0	8	78	14	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>42</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>50</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>105</b>	<b>4</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>5</b>	<b>99</b>
<b>SWITZERLAND</b>															
ZURICH	EDELWEISS AIR	C	42	2	2	81	12	7	0	0	0	8	0	0	0
<b>TOTAL ZURICH</b>			<b>42</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>30</b>	<b>8</b>
<b>TOTAL SWITZERLAND</b>			<b>42</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>30</b>	<b>8</b>
<b>TUNISIA</b>															
MONASTIR	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL MONASTIR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>-2</b>	<b>9</b>
<b>TOTAL TUNISIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>-2</b>	<b>9</b>
<b>TURKEY</b>															
DALAMAN	BRITANNIA AIRWAYS	C	9	0	1	100	0	0	0	0	0	-1	0	0	0
	MONARCH AIRLINES	C	8	0	1	100	0	0	0	0	0	-10	100	-8	9
<b>TOTAL DALAMAN</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>90</b>	<b>7</b>	<b>10</b>
<b>TOTAL TURKEY</b>			<b>17</b>	<b>1</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>78</b>	<b>36</b>	<b>18</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	AIR FOYLE PASSENGER AIRLINES	S	62	0	0	89	8	3	0	0	0	3	0	0	0
<b>TOTAL ABERDEEN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	58	4	4	81	12	5	2	0	0	6	93	0	56
<b>TOTAL BELFAST CITY</b>			<b>58</b>	<b>4</b>	<b>4</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>0</b>	<b>56</b>
CAMBRIDGE	SCOT AIRWAYS	S	37	4	10	73	14	14	0	0	0	11	0	0	0
<b>TOTAL CAMBRIDGE</b>			<b>37</b>	<b>4</b>	<b>10</b>	<b>73</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	168	4	0	82	8	7	4	0	0	11	0	0	0
<b>TOTAL EDINBURGH</b>			<b>168</b>	<b>4</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	131	6	2	92	7	1	1	0	0	2	0	0	0
<b>TOTAL GLASGOW</b>			<b>131</b>	<b>6</b>	<b>2</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	23	1	4	87	9	0	4	0	0	3	96	-2	28

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ISLE OF MAN			23	1	4	87	9	0	4	0	0	3	96	-2	28
JERSEY	BMI BRITISH MIDLAND	S	8	2	9	63	13	0	25	0	0	25	88	12	16
TOTAL JERSEY			8	2	9	63	13	0	25	0	0	25	88	12	16
NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	114	1	3	77	9	10	4	0	0	10	0	0	0
TOTAL NEWCASTLE			114	2	3	77	9	10	4	0	0	10	0	0	0
NORWICH	SCOT AIRWAYS	S	73	0	0	88	7	5	0	0	0	2	0	0	0
TOTAL NORWICH			73	1	0	88	7	5	0	0	0	2	0	0	0
SOUTHEND	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	23	0	0	0
TOTAL SOUTHEND			2	0	0	50	0	50	0	0	0	23	0	0	0
TOTAL UNITED KINGDOM			677	32	32	83	8	6	3	0	0	7	93	2	100
USA															
SANFORD	MY TRAVEL AIRWAYS UK	C	7	1	0	57	0	29	14	0	0	36	0	0	0
TOTAL SANFORD			7	1	0	57	0	29	14	0	0	36	0	0	0
TOTAL USA			7	1	0	57	0	29	14	0	0	36	63	25	8
TOTAL LUTON			2659	119	164	77	11	7	4	1	0	11	78	13	1525

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights		
			MATCHED	Actual (7)											Plan (8)	
<b>AUSTRIA</b>																
VIENNA	LAUDA-AIR	S	54	0	0	91	6	4	0	0	0	0	67	15	54	
TOTAL VIENNA			54	0	0	91	6	4	0	0	0	0	67	15	54	
TOTAL AUSTRIA			55	0	3	91	5	4	0	0	0	0	67	15	55	
<b>BARBADOS</b>																
BRIDGETOWN	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	13	0	13	168	100	-6	4	
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	11	11	0	0	10	60	15	10	
TOTAL BRIDGETOWN			17	0	0	65	6	12	12	0	6	84	73	9	15	
TOTAL BARBADOS			17	0	0	65	6	12	12	0	6	84	73	9	15	
<b>BELGIUM</b>																
BRUSSELS	BRITISH AIRWAYS PLC	S	97	1	3	77	10	11	1	0	0	10	76	12	97	
	SABENA	S	97	0	2	82	15	2	0	0	0	6	66	20	58	
TOTAL BRUSSELS			194	1	5	80	13	7	1	0	0	8	72	15	155	
TOTAL BELGIUM			194	1	5	80	13	7	1	0	0	8	72	15	155	
<b>CANADA</b>																
TORONTO	AIR CANADA	S	56	0	0	71	16	9	4	0	0	7	81	-3	36	
	AIR CLUB INTERNATIONAL	C	9	0	8	56	11	33	0	0	0	17	70	19	10	
	AIR TRANSAT	C	22	1	0	50	18	23	5	0	5	37	75	17	16	
	CANADA 3000 AIRLINES	C	20	0	0	80	0	20	0	0	0	6	89	-5	18	
TOTAL TORONTO			107	1	8	67	13	16	3	0	1	14	80	4	80	
VANCOUVER	AIR CLUB INTERNATIONAL	C	8	0	7	38	13	38	13	0	0	21	0	151	8	
	AIR TRANSAT	C	3	1	1	100	0	0	0	0	0	-8	50	5	2	
	CANADA 3000 AIRLINES	C	2	0	0	100	0	0	0	0	0	-17	0	0	0	
TOTAL VANCOUVER			13	1	8	62	8	23	8	0	0	9	10	121	10	
TOTAL CANADA			120	2	16	67	13	17	3	0	1	13	72	17	90	
<b>CROATIA</b>																
DUBROVNIK	CROATIA AIRLINES	C	2	0	0	100	0	0	0	0	0	-7	0	0	0	
TOTAL DUBROVNIK			2	0	0	100	0	0	0	0	0	-7	0	0	0	
PULA	FLIGHTLINE LTD	C	2	1	1	0	0	50	50	0	0	74	0	0	0	
TOTAL PULA			2	1	1	0	0	50	50	0	0	74	0	0	0	
SPLIT	CROATIA AIRLINES	C	7	0	5	43	29	29	0	0	0	20	75	66	8	
TOTAL SPLIT			7	0	5	43	29	29	0	0	0	20	75	66	8	
TOTAL CROATIA			11	1	6	45	18	27	9	0	0	25	75	66	8	
<b>CYPRUS</b>																
LARNACA	AIR 2000	S	18	0	0	61	17	22	0	0	0	13	75	21	8	
	BRITANNIA AIRWAYS	C	16	0	0	50	6	19	25	0	0	29	83	5	18	
	CALEDONIAN AIRWAYS	C	18	0	0	28	33	28	11	0	0	29	31	44	16	
	CYPRUS AIRWAYS	S	18	0	0	67	17	6	0	11	0	24	58	39	24	
	EUROCYPRIA AIRLINES LTD	C	10	0	0	40	0	20	40	0	0	41	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	7	63	23	16	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL LARNACA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>15</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>23</b>	114
<b>PAPHOS</b>	AIR 2000	S	10	0	0	90	0	10	0	0	0	3	80	3	15
	BRITANNIA AIRWAYS	C	26	0	2	65	19	4	12	0	0	17	59	36	34
	CALEDONIAN AIRWAYS	C	8	0	0	38	25	38	0	0	0	16	22	30	9
	EUROCYPRIA AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	-2	69	14	13
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	25	63	0	0	112	0	0	0
<b>TOTAL PAPHOS</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>14</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>19</b>	87
<b>TOTAL CYPRUS</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>14</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>21</b>	201
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	CSA	S	28	0	0	82	18	0	0	0	0	5	62	22	26
<b>TOTAL PRAGUE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>22</b>	31
<b>TOTAL CZECH REPUBLIC</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>61</b>	<b>22</b>	31
<b>DENMARK</b>															
<b>BILLUND</b>	NEWAIR AIR SERVICE	S	98	0	2	82	10	5	2	0	1	9	76	11	98
<b>TOTAL BILLUND</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>76</b>	<b>11</b>	98
<b>COPENHAGEN</b>	SAS	S	143	0	0	89	7	4	0	0	0	3	78	10	169
<b>TOTAL COPENHAGEN</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>7</b>	222
<b>TOTAL DENMARK</b>			<b>241</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>8</b>	320
<b>DOMINICAN REPUBLIC</b>															
<b>PUERTO PLATA</b>	BRITANNIA AIRWAYS	C	27	0	2	89	7	0	4	0	0	1	81	7	16
	LEISURE INTL AIRWAYS LTD	C	5	1	1	80	0	20	0	0	0	-5	60	10	5
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	0	10	0	0	9	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>42</b>	<b>1</b>	<b>3</b>	<b>83</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>8</b>	29
<b>SANTO DOMINGO</b>	BRITANNIA AIRWAYS	C	9	0	0	44	11	33	11	0	0	28	63	7	8
	LEISURE INTL AIRWAYS LTD	C	4	0	0	0	0	25	75	0	0	85	50	48	4
<b>TOTAL SANTO DOMINGO</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>8</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>58</b>	<b>21</b>	12
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>55</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>9</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>11</b>	46
<b>EGYPT</b>															
<b>LUXOR</b>	BRITANNIA AIRWAYS	C	25	0	1	60	20	12	4	4	0	28	0	0	0
<b>TOTAL LUXOR</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>39</b>	18
<b>TOTAL EGYPT</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>39</b>	18
<b>FINLAND</b>															
<b>HELSINKI</b>	FINNAIR	S	62	0	0	95	3	2	0	0	0	-1	76	9	62
	SAS	S	53	1	1	92	6	0	2	0	0	5	0	0	0
<b>TOTAL HELSINKI</b>			<b>115</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>9</b>	62
<b>TOTAL FINLAND</b>			<b>115</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>9</b>	62
<b>FRANCE</b>															
<b>BEAUVAIS</b>	MY TRAVEL AIRWAYS UK	C	16	0	0	88	0	13	0	0	0	-1	61	30	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BEAUVAIS			16	0	0	88	0	13	0	0	0	-1	61	30	18
BORDEAUX	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
TOTAL BORDEAUX			2	0	0	100	0	0	0	0	0	-2	0	0	0
CLERMONT FERRAND	REGIONAL COMPAGNIE AERIENN	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL CLERMONT FERRAND			2	0	0	100	0	0	0	0	0	6	0	0	0
LE HAVRE	EUROPEAN AIRWAYS LTD	S	70	0	3	61	23	14	1	0	0	16	0	0	0
TOTAL LE HAVRE			70	0	3	61	23	14	1	0	0	16	0	0	0
LYON	AIR LITTORAL	S	60	0	4	92	5	3	0	0	0	0	88	-1	78
TOTAL LYON			60	0	4	92	5	3	0	0	0	0	88	-1	78
NICE	BRITISH AIRWAYS PLC	S	8	0	0	38	25	13	25	0	0	29	38	18	8
TOTAL NICE			8	0	0	38	25	13	25	0	0	29	27	20	11
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	232	0	0	89	6	5	0	0	0	3	83	9	203
	BRITISH AIRWAYS PLC	S	246	0	2	88	7	1	4	0	0	5	81	7	270
TOTAL PARIS (CHARLES DE GAULLE)			478	0	2	88	6	3	2	0	0	4	82	8	473
TARBES-LOURDES INTERNATIONAL	AIR 2000	C	5	0	1	60	0	0	0	40	0	116	50	64	4
TOTAL TARBES-LOURDES INTERNATIONAL			5	0	1	60	0	0	0	40	0	116	50	64	4
TOTAL FRANCE			643	0	10	85	8	5	2	0	0	6	81	8	585
GAMBIA															
BANJUL	MY TRAVEL AIRWAYS UK	C	9	0	3	33	0	22	44	0	0	56	0	0	0
TOTAL BANJUL			9	0	3	33	0	22	44	0	0	56	0	0	0
TOTAL GAMBIA			9	0	3	33	0	22	44	0	0	56	0	0	0
GERMANY															
BERLIN (SCHONEFELD)	HAMBURG AIRLINES LUFTFAHRT	C	2	0	0	50	0	50	0	0	0	20	0	0	0
TOTAL BERLIN (SCHONEFELD)			2	0	0	50	0	50	0	0	0	20	0	0	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	168	0	2	92	5	2	1	0	0	2	86	3	160
	LUFTHANSA	S	104	0	4	88	11	2	0	0	0	3	78	9	106
TOTAL DUSSELDORF			272	0	6	90	7	2	1	0	0	2	83	6	266
FRANKFURT MAIN	BRITANNIA AIRWAYS	C	2	0	1	50	50	0	0	0	0	15	0	0	0
	BRITISH AIRWAYS PLC	S	178	0	0	84	10	4	3	0	0	7	73	9	124
	LUFTHANSA	S	182	0	4	91	7	2	1	0	0	1	81	8	124
TOTAL FRANKFURT MAIN			362	0	5	87	9	3	2	0	0	4	77	8	248
HAMBURG	LUFTHANSA CITY LINE	S	54	0	0	78	17	6	0	0	0	6	78	7	100
TOTAL HAMBURG			54	0	0	78	17	6	0	0	0	6	78	7	100
HANOVER	BRITISH AIRWAYS PLC	S	54	0	0	93	6	0	2	0	0	1	84	10	62
TOTAL HANOVER			54	0	0	93	6	0	2	0	0	1	84	10	62
MUNICH	BRITISH AIRWAYS PLC	S	62	0	0	85	6	2	5	2	0	12	79	8	62
	LUFTHANSA CITY LINE	S	168	0	10	85	7	5	2	0	0	6	68	13	107
TOTAL MUNICH			230	0	10	85	7	4	3	0	0	7	72	11	169

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL GERMANY</b>			<b>974</b>	<b>0</b>	<b>21</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>8</b>	<b>845</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	0	63	38	0	0	0	0	6	72	14	18
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>14</b>	<b>18</b>
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>14</b>	<b>18</b>
<b>GREECE</b>															
ATHENS	AIR 2000	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	AIR ATLANTA ICELANDIC	C	4	0	1	50	25	0	25	0	0	19	0	0	0
	AIRWORLD AVIATION LTD	C	2	0	0	0	0	0	100	0	0	100	50	30	2
	BRITANNIA AIRWAYS	C	3	0	1	33	0	0	33	33	0	120	44	25	9
	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	29	100	-9	8
<b>TOTAL ATHENS</b>			<b>20</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>20</b>	<b>0</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>44</b>	<b>70</b>	<b>17</b>	<b>40</b>
CHANIA	AIR 2000	C	9	0	1	78	11	11	0	0	0	6	67	17	9
	CALEDONIAN AIRWAYS	C	4	0	0	75	25	0	0	0	0	7	0	0	0
<b>TOTAL CHANIA</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>48</b>	<b>20</b>
CORFU	AIR 2000	C	29	1	2	66	14	3	17	0	0	20	68	7	40
	BRITANNIA AIRWAYS	C	23	0	0	87	4	4	4	0	0	-1	85	-6	39
	MONARCH AIRLINES	C	17	0	0	65	29	6	0	0	0	10	75	15	4
	MY TRAVEL AIRWAYS UK	C	14	0	1	0	0	36	57	0	7	102	58	38	26
<b>TOTAL CORFU</b>			<b>84</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>12</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>69</b>	<b>11</b>	<b>127</b>
HERAKLION	AIR 2000	C	17	0	1	76	18	6	0	0	0	3	88	10	17
	AIR ATLANTA ICELANDIC	C	3	0	0	33	0	0	67	0	0	66	0	0	0
	AIRWORLD AVIATION LTD	C	7	0	1	14	14	29	43	0	0	56	85	-1	13
	BRITANNIA AIRWAYS	C	15	0	0	60	20	20	0	0	0	14	47	27	17
	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	7	44	47	18
	MONARCH AIRLINES	C	20	0	2	65	20	5	10	0	0	15	100	-8	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	11	11	22	0	0	13	27	44	15
<b>TOTAL HERAKLION</b>			<b>73</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>18</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>23</b>	<b>98</b>
KALAMATA	EXCEL AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	8	0	0	0
<b>TOTAL KALAMATA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>44</b>	<b>2</b>
KAVALLA	BRITANNIA AIRWAYS	C	5	0	0	100	0	0	0	0	0	3	71	10	7
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	22	0	0	0	8	90	8	10
<b>TOTAL KAVALLA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>17</b>
KEFALLINIA	AIR 2000	C	5	0	1	60	20	0	20	0	0	33	71	7	7
	BRITANNIA AIRWAYS	C	9	0	0	67	22	0	0	11	0	35	67	14	12
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	27	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	11	22	22	0	0	33	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>15</b>	<b>7</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>66</b>	<b>13</b>	<b>35</b>
KOS	AIR 2000	C	17	0	2	88	0	12	0	0	0	-1	55	25	22
	BRITANNIA AIRWAYS	C	16	0	0	75	25	0	0	0	0	-3	59	23	22
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	0	100	0	0	78	0	0	0
	MONARCH AIRLINES	C	7	0	1	57	14	29	0	0	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	C	15	0	1	80	7	0	13	0	0	3	53	57	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL KOS</b>			<b>57</b>	<b>1</b>	<b>4</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>29</b>	<b>71</b>
<b>MITILINI</b>	AIR 2000	C	5	0	1	20	40	20	20	0	0	33	100	-16	3
	BRITANNIA AIRWAYS	C	3	0	0	33	33	0	0	33	0	83	89	4	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	-21	29	83	7
<b>TOTAL MITILINI</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>30</b>	<b>19</b>
<b>PREVEZA</b>	AIR 2000	C	7	0	1	71	0	14	14	0	0	10	100	-3	2
	BRITANNIA AB	C	4	0	0	50	0	0	25	25	0	78	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	-14	67	29	6
<b>TOTAL PREVEZA</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>9</b>	<b>16</b>
<b>RHODES</b>	AIR 2000	C	20	4	2	60	5	10	25	0	0	37	79	3	14
	BRITANNIA AIRWAYS	C	25	0	0	84	4	4	8	0	0	7	50	34	24
	CALEDONIAN AIRWAYS	C	8	0	0	75	0	13	13	0	0	6	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	50	0	0	0	0	12	75	-3	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	1	50	28	18
<b>TOTAL RHODES</b>			<b>72</b>	<b>4</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>21</b>	<b>87</b>
<b>SALONIKA</b>	AIRWORLD AVIATION LTD	C	7	0	0	100	0	0	0	0	0	-9	100	1	2
	BRITANNIA AIRWAYS	C	12	0	0	83	8	8	0	0	0	-2	63	23	19
	MY TRAVEL AIRWAYS UK	C	6	0	1	67	17	17	0	0	0	11	17	93	6
<b>TOTAL SALONIKA</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>56</b>	<b>37</b>	<b>27</b>
<b>SAMOS</b>	MONARCH AIRLINES	C	7	0	0	57	0	43	0	0	0	21	33	23	9
<b>TOTAL SAMOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>23</b>	<b>9</b>
<b>SKIATHOS</b>	AIRWORLD AVIATION LTD	C	7	0	0	43	14	0	43	0	0	45	100	-9	1
	LEISURE INTERNATIONAL	C	5	0	1	60	20	20	0	0	0	10	100	-24	5
	MY TRAVEL AIRWAYS UK	C	8	1	2	88	0	13	0	0	0	-10	0	0	0
<b>TOTAL SKIATHOS</b>			<b>21</b>	<b>1</b>	<b>4</b>	<b>62</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>12</b>	<b>19</b>
<b>ZAKINTHOS</b>	AIR 2000	C	10	0	1	40	50	0	10	0	0	9	86	-14	7
	BRITANNIA AIRWAYS	C	7	0	0	86	0	0	14	0	0	13	72	3	18
	MONARCH AIRLINES	C	22	0	0	77	14	9	0	0	0	3	53	16	15
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	0	22	0	42	69	11	16
<b>TOTAL ZAKINTHOS</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>8</b>	<b>88</b>
<b>TOTAL GREECE</b>			<b>500</b>	<b>8</b>	<b>25</b>	<b>66</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>19</b>	<b>678</b>
<b>HONG KONG</b>															
<b>HONG KONG (CHEP LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	62	0	0	63	11	8	15	0	3	36	45	21	62
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>45</b>	<b>21</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>45</b>	<b>21</b>	<b>62</b>
<b>INDIA</b>															
<b>GOA</b>	BRITANNIA AIRWAYS	C	3	0	0	67	0	33	0	0	0	17	0	0	0
	CALEDONIAN AIRWAYS	C	6	1	0	17	17	33	33	0	0	55	100	-15	5
<b>TOTAL GOA</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>100</b>	<b>-15</b>	<b>5</b>
<b>MUMBAI</b>	AIR INDIA	S	16	0	0	44	19	25	13	0	0	27	0	0	0
<b>TOTAL MUMBAI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL INDIA			25	1	0	40	16	28	16	0	0	32	100	-15	5
IRISH REPUBLIC															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	32	0	0	72	6	9	13	0	0	14	89	3	36
TOTAL CONNAUGHT			32	0	0	72	6	9	13	0	0	14	89	3	36
CORK	AER LINGUS	C	3	0	0	100	0	0	0	0	0	-4	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	136	1	2	95	1	1	2	0	0	3	82	6	114
TOTAL CORK			139	1	2	95	1	1	2	0	0	3	83	5	126
DUBLIN	AER LINGUS	S	307	2	0	85	7	3	4	0	0	3	94	3	314
	RYANAIR	S	328	1	5	84	12	4	0	0	0	5	87	5	309
TOTAL DUBLIN			636	4	5	85	10	3	2	0	0	4	91	4	623
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	106	1	2	94	4	2	0	0	0	0	93	-1	61
TOTAL SHANNON			107	1	2	94	4	2	0	0	0	0	93	-1	61
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	5	0	1	100	0	0	0	0	0	-2	81	2	16
TOTAL WATERFORD			5	0	1	100	0	0	0	0	0	-2	81	2	16
TOTAL IRISH REPUBLIC			919	6	10	87	8	3	2	0	0	4	89	3	878
ISRAEL															
TEL AVIV	EL AL	S	18	0	0	72	22	6	0	0	0	10	86	2	14
TOTAL TEL AVIV			18	0	0	72	22	6	0	0	0	10	75	17	16
TOTAL ISRAEL			18	0	0	72	22	6	0	0	0	10	75	17	16
ITALY															
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	106	0	2	76	17	6	1	0	0	10	51	32	106
TOTAL MILAN (LINATE)			106	0	2	76	17	6	1	0	0	10	51	32	106
NAPLES	AIR 2000	C	7	0	1	43	43	0	14	0	0	25	43	29	7
	BRITANNIA AIRWAYS	C	16	0	0	75	0	13	6	0	6	42	67	18	18
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	21	38	23	8
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	29	0	0	0	0	8	71	12	7
TOTAL NAPLES			38	0	2	63	18	11	5	0	3	28	60	23	65
PISA	BRITISH AIRWAYS PLC	C	2	0	0	0	0	0	100	0	0	155	0	0	0
	EUROPEAN AIR CHARTER	C	14	0	0	71	14	14	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	100	0	0	0	47	0	0	0
TOTAL PISA			18	0	0	56	11	22	11	0	0	30	77	17	22
TOTAL RIMINI			2	0	0	100	0	0	0	0	0	-2	0	51	1
ROME (CIAMPINO)	MONARCH AIRLINES	C	15	1	2	40	27	20	13	0	0	27	0	0	0
TOTAL ROME (CIAMPINO)			15	1	2	40	27	20	13	0	0	27	63	11	19
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	54	0	0	65	22	7	2	2	2	35	75	14	53
	SABENA	S	115	0	2	89	9	3	0	0	0	2	71	15	124
TOTAL ROME (FIUMICINO)			169	0	2	81	13	4	1	1	1	12	72	14	177
TREVISO	EUROPEAN AIR CHARTER	C	3	0	0	33	33	33	0	0	0	20	0	0	0
TOTAL TREVISO			3	0	0	33	33	33	0	0	0	20	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>VENICE</b>	BRITANNIA AIRWAYS	C	4	0	0	50	50	0	0	0	0	13	50	63	4
	EUROPEAN AIR CHARTER	C	4	0	0	75	25	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	50	0	50	315	0	0	0
<b>TOTAL VENICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>67</b>	<b>22</b>	<b>27</b>
<b>VERONA</b>	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	-5	100	-3	2
<b>TOTAL VERONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>100</b>	<b>-6</b>	<b>5</b>
<b>TOTAL ITALY</b>			<b>366</b>	<b>1</b>	<b>8</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>65</b>	<b>20</b>	<b>472</b>
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	BRITANNIA AIRWAYS	C	9	0	0	56	0	11	22	0	11	129	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	47	18	12	12	12	0	45	62	26	13
<b>TOTAL MONTEGO BAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>74</b>	<b>57</b>	<b>53</b>	<b>23</b>
<b>TOTAL JAMAICA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>74</b>	<b>57</b>	<b>53</b>	<b>23</b>
<b>KENYA</b>															
<b>MOMBASA</b>	CALEDONIAN AIRWAYS	C	10	0	0	20	30	30	10	0	10	155	56	14	9
	MONARCH AIRLINES	C	9	0	0	11	11	22	33	22	0	86	0	0	0
<b>TOTAL MOMBASA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>21</b>	<b>26</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>122</b>	<b>57</b>	<b>35</b>	<b>23</b>
<b>TOTAL KENYA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>21</b>	<b>26</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>122</b>	<b>57</b>	<b>35</b>	<b>23</b>
<b>LUXEMBOURG</b>															
<b>LUXEMBOURG</b>	LUXAIR	S	42	0	0	95	5	0	0	0	0	-1	89	2	44
<b>TOTAL LUXEMBOURG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>89</b>	<b>2</b>	<b>44</b>
<b>TOTAL LUXEMBOURG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>89</b>	<b>2</b>	<b>44</b>
<b>MALTA</b>															
<b>MALTA</b>	AIR 2000	C	17	0	0	76	24	0	0	0	0	9	38	32	16
	AIR MALTA	S	30	0	0	37	47	17	0	0	0	17	57	27	42
	AIR MALTA	C	11	0	2	73	27	0	0	0	0	6	89	3	9
	BRITANNIA AIRWAYS	C	18	0	0	61	11	28	0	0	0	17	88	2	17
	CALEDONIAN AIRWAYS	C	8	0	0	0	13	38	25	25	0	114	44	79	9
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	13	25	13	0	0	25	0	22	3
	MY TRAVEL AIRWAYS UK	C	17	1	1	47	18	12	12	12	0	49	44	74	18
<b>TOTAL MALTA</b>			<b>111</b>	<b>1</b>	<b>3</b>	<b>51</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>33</b>	<b>131</b>
<b>TOTAL MALTA</b>			<b>111</b>	<b>1</b>	<b>3</b>	<b>51</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>33</b>	<b>131</b>
<b>MAURITIUS</b>															
<b>MAURITIUS</b>	AIR MAURITIUS LTD	S	10	0	0	30	20	20	10	20	0	85	0	0	0
<b>TOTAL MAURITIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MAURITIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MEXICO</b>															
<b>CANCUN</b>	MY TRAVEL AIRWAYS UK	C	9	1	1	78	0	0	22	0	0	18	0	0	0
<b>TOTAL CANCUN</b>			<b>9</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PUERTO VALLARTA	LEISURE INTL AIRWAYS LTD	C	4	0	0	0	0	25	75	0	0	70	0	0	0
<b>TOTAL PUERTO VALLARTA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>13</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MOROCCO</b>															
AGADIR	CALEDONIAN AIRWAYS	C	8	0	0	75	0	13	13	0	0	6	0	0	0
<b>TOTAL AGADIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>6</b>	<b>25</b>
TANGIERS (IBN BATUTA)	EXCEL AIRWAYS LTD	C	7	0	0	57	0	14	29	0	0	24	0	0	0
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>-15</b>	<b>7</b>
<b>TOTAL MOROCCO</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>1</b>	<b>32</b>
<b>NETHERLANDS</b>															
AMSTERDAM	AIR TRANSAT	C	8	0	0	38	13	25	25	0	0	42	0	0	0
	BRITISH AIRWAYS PLC	S	212	0	4	90	6	3	1	0	0	3	77	9	204
	KLM UK LTD	S	258	0	0	79	13	5	2	1	0	9	77	7	239
	SCOT AIRWAYS	S	74	0	9	53	24	23	0	0	0	13	61	11	76
<b>TOTAL AMSTERDAM</b>			<b>552</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>8</b>	<b>519</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	90	0	2	82	13	4	0	0	0	2	83	4	83
<b>TOTAL EINDHOVEN</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>4</b>	<b>83</b>
<b>TOTAL NETHERLANDS</b>			<b>642</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>8</b>	<b>655</b>
<b>NORWAY</b>															
OSLO (FORNEBU)	SAS	S	27	0	0	93	7	0	0	0	0	2	93	6	27
<b>TOTAL OSLO (FORNEBU)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>6</b>	<b>27</b>
<b>TOTAL NORWAY</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>6</b>	<b>27</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	20	0	0	25	30	25	20	0	0	39	6	56	18
	PAKISTAN INTL AIRLINES	S	18	0	0	6	11	33	39	11	0	76	22	88	18
<b>TOTAL ISLAMABAD</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>21</b>	<b>29</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>72</b>	<b>36</b>
<b>TOTAL PAKISTAN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>21</b>	<b>29</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>72</b>	<b>36</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	27	0	1	67	4	19	11	0	0	19	62	39	39
	AIR ATLANTA ICELANDIC	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	BRITANNIA AB	C	6	0	0	83	0	0	17	0	0	7	70	12	10
	BRITANNIA AIRWAYS	C	25	0	0	60	12	24	0	0	4	28	81	14	26
	CALEDONIAN AIRWAYS	C	24	0	0	33	21	13	33	0	0	47	0	0	0
	LEISURE INTERNATIONAL	C	18	0	0	61	22	11	6	0	0	16	50	14	8
	MONARCH AIRLINES	C	36	0	0	36	25	17	19	3	0	37	75	11	51
	MY TRAVEL AIRWAYS UK	C	15	0	1	73	0	7	13	7	0	27	60	18	20
	NORDIC EUROPEAN AIRLINES	C	2	0	8	0	100	0	0	0	0	27	0	0	0
	SATA	C	8	0	0	63	13	13	13	0	0	25	0	0	0
<b>TOTAL FARO</b>			<b>163</b>	<b>1</b>	<b>10</b>	<b>53</b>	<b>16</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>65</b>	<b>23</b>	<b>200</b>
LISBON	AIRWORLD AVIATION LTD	C	7	0	1	71	0	14	14	0	0	26	78	45	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL LISBON			7	0	1	71	0	14	14	0	0	26	78	45	9
TOTAL PORTUGAL(EXCLUDING MADEIRA)			170	1	11	54	15	15	14	1	1	29	65	24	209
PORTUGAL(MADEIRA)															
FUNCHAL	AIRWORLD AVIATION LTD	C	8	0	0	88	0	13	0	0	0	-2	80	3	10
	CALEDONIAN AIRWAYS	C	5	3	0	40	40	20	0	0	0	17	0	0	0
	MONARCH AIRLINES	C	18	0	0	83	11	6	0	0	0	4	70	20	10
TOTAL FUNCHAL			31	3	0	77	13	10	0	0	0	4	78	9	40
TOTAL PORTUGAL(MADEIRA)			31	3	0	77	13	10	0	0	0	4	78	9	40
PUERTO RICO															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	3	1	1	67	33	0	0	0	0	12	50	22	4
TOTAL SAN JUAN (PUERTO RICO)			3	1	1	67	33	0	0	0	0	12	50	22	4
TOTAL PUERTO RICO			3	1	1	67	33	0	0	0	0	12	50	22	4
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	6	0	2	67	33	0	0	0	0	3	0	0	0
TOTAL SEYCHELLES			6	0	2	67	33	0	0	0	0	3	0	0	0
TOTAL SEYCHELLES			6	0	2	67	33	0	0	0	0	3	0	0	0
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	26	0	0	62	19	19	0	0	0	7	73	4	26
TOTAL SINGAPORE			26	0	0	62	19	19	0	0	0	7	73	4	26
TOTAL SINGAPORE			26	0	0	62	19	19	0	0	0	7	73	4	26
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL LJUBLJANA			2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL SLOVENIA			2	0	0	50	50	0	0	0	0	12	0	0	0
SPAIN															
ALICANTE	AIR 2000	C	30	0	0	67	20	10	3	0	0	12	72	14	39
	AIR ATLANTA ICELANDIC	C	8	0	0	0	38	0	63	0	0	58	0	0	0
	AIR EUROPA	C	5	1	0	40	40	20	0	0	0	17	0	0	0
	AIRWORLD AVIATION LTD	C	2	0	0	100	0	0	0	0	0	-14	0	0	0
	BRITANNIA AIRWAYS	C	44	0	0	75	9	11	5	0	0	10	82	10	51
	BRITISH AIRWAYS PLC	C	10	0	0	60	0	0	10	10	20	244	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	70	10	0	20	0	0	19	0	0	0
	CENTENNIAL AIRLINES	C	8	0	2	88	13	0	0	0	0	-3	0	0	0
	EXCEL AIRWAYS LTD	C	18	2	6	72	11	0	6	0	11	80	0	0	0
	LEISURE INTERNATIONAL	C	18	1	1	67	6	22	6	0	0	14	41	80	27
	MONARCH AIRLINES	C	26	0	0	54	19	19	4	4	0	27	65	17	31
	MY TRAVEL AIRWAYS UK	C	31	1	0	45	13	19	19	0	3	59	39	44	36
	NORDIC EUROPEAN AIRLINES	C	2	0	0	50	0	0	50	0	0	65	0	0	0
	VIVA	C	8	0	0	75	0	25	0	0	0	9	0	119	2
TOTAL ALICANTE			220	5	9	62	13	12	10	1	2	38	58	33	215

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	61	17	0	22	0	0	30	88	0	33
	MONARCH AIRLINES	C	9	0	0	67	0	33	0	0	0	18	88	5	8
	MY TRAVEL AIRWAYS UK	C	10	0	1	80	20	0	0	0	0	8	50	17	8
<b>TOTAL ALMERIA</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>4</b>	<b>49</b>
BARCELONA	AIR 2000	C	6	1	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BARCELONA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>29</b>	<b>77</b>	<b>0</b>	<b>57</b>
GERONA	AIR 2000	C	10	0	2	80	20	0	0	0	-12	62	26	21	
	BRITANNIA AIRWAYS	C	16	0	0	50	13	25	13	0	17	76	9	21	
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	-8	0	0	0	
	MONARCH AIRLINES	C	13	0	1	46	15	8	31	0	31	0	28	2	
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	25	63	0	79	25	50	8	
<b>TOTAL GERONA</b>			<b>49</b>	<b>0</b>	<b>3</b>	<b>49</b>	<b>14</b>	<b>14</b>	<b>22</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>16</b>	<b>70</b>	
IBIZA	AIR 2000	C	25	0	3	72	4	8	16	0	23	55	21	22	
	AIRWORLD AVIATION LTD	C	26	0	1	92	0	0	0	8	8	86	-1	7	
	BRITANNIA AB	C	7	0	1	43	14	14	14	14	0	56	83	-1	6
	BRITANNIA AIRWAYS	C	52	0	1	81	8	6	4	2	0	9	77	6	73
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	13	13	0	0	7	50	18	2
	MONARCH AIRLINES	C	23	0	3	48	17	9	17	9	0	49	67	15	18
	MY TRAVEL AIRWAYS UK	C	14	1	1	64	7	14	0	14	0	40	26	60	23
	NORDIC EUROPEAN AIRLINES	C	2	0	0	100	0	0	0	0	0	11	0	0	0
	<b>TOTAL IBIZA</b>			<b>157</b>	<b>1</b>	<b>10</b>	<b>73</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>22</b>	<b>60</b>	<b>25</b>	<b>194</b>
MADRID	BRITISH AIRWAYS PLC	S	108	0	0	54	16	17	14	0	0	24	85	10	54
	IBERIA	S	62	0	0	85	15	0	0	0	0	-1	83	4	6
<b>TOTAL MADRID</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>9</b>	<b>60</b>	
MAHON	AIR 2000	C	8	0	2	75	0	13	0	13	0	31	93	8	15
	BRITANNIA AIRWAYS	C	31	0	0	58	19	16	6	0	0	20	92	1	36
	CALEDONIAN AIRWAYS	C	2	0	6	50	50	0	0	0	0	7	50	15	2
	LEISURE INTERNATIONAL	C	24	0	0	38	54	4	4	0	0	17	38	58	13
	MONARCH AIRLINES	C	16	0	1	69	13	6	13	0	0	16	75	8	8
	MY TRAVEL AIRWAYS UK	C	35	0	0	91	3	0	6	0	0	3	32	69	37
	VIVA	C	7	0	0	86	14	0	0	0	0	-1	0	0	0
<b>TOTAL MAHON</b>			<b>124</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>31</b>	<b>140</b>
MALAGA	AIR 2000	C	32	0	0	34	9	28	28	0	0	43	74	38	43
	AIR ATLANTA ICELANDIC	C	10	0	0	20	20	10	50	0	0	75	10	67	10
	AIR EUROPA	C	16	0	0	25	25	13	25	13	0	69	0	0	0
	AIRWORLD AVIATION LTD	C	10	0	0	80	20	0	0	0	0	2	63	28	16
	BRITANNIA AIRWAYS	C	28	0	0	57	29	14	0	0	0	12	77	18	26
	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	-12	0	0	0
	EUROPEAN AIR CHARTER	C	4	0	0	50	25	0	25	0	0	30	0	0	0
	EXCEL AIRWAYS LTD	C	19	0	0	58	16	5	5	5	11	153	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	63	38	0	0	0	0	-9	33	32	3
	MONARCH AIRLINES	C	66	0	0	41	26	21	12	0	0	30	68	17	74
	MY TRAVEL AIRWAYS UK	C	18	0	0	28	44	11	11	0	6	52	63	20	27
	NORDIC EUROPEAN AIRLINES	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	VIVA	C	37	0	1	57	16	22	5	0	0	16	73	7	11
	<b>TOTAL MALAGA</b>			<b>258</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>22</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>66</b>	<b>24</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	8	0	0	88	0	0	13	0	0	15	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>24</b>	<b>6</b>
PALMA DE MALLORCA	AIR 2000	C	60	0	6	78	13	7	2	0	0	3	63	42	76
	AIR EUROPA	C	19	0	1	26	26	21	26	0	0	39	0	29	2
	AIRWORLD AVIATION LTD	C	16	0	0	38	19	25	19	0	0	30	53	29	19
	BRITANNIA AB	C	6	0	0	50	0	0	50	0	0	58	100	-6	8
	BRITANNIA AIRWAYS	C	94	1	0	78	11	9	2	1	0	8	84	5	123
	CALEDONIAN AIRWAYS	C	8	0	0	25	38	13	25	0	0	41	70	14	10
	CENTENNIAL AIRLINES	C	14	0	4	43	36	7	14	0	0	24	0	0	0
	CENTENNIAL AIRLINES	S	6	0	0	100	0	0	0	0	0	-4	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	2	100	0	0	0	0	0	-5	0	0	0
	FUTURA AIRLINES	C	13	1	0	54	15	0	31	0	0	31	0	0	0
	MONARCH AIRLINES	C	46	0	0	70	13	11	7	0	0	13	75	6	44
	MY TRAVEL AIRWAYS UK	C	93	4	2	47	6	14	20	10	2	60	42	79	104
	SPANAIR	C	19	0	1	42	26	32	0	0	0	23	67	33	12
<b>TOTAL PALMA DE MALLORCA</b>			<b>399</b>	<b>6</b>	<b>17</b>	<b>61</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>27</b>	<b>65</b>	<b>33</b>	<b>412</b>
REUS	AIR 2000	C	9	0	1	89	11	0	0	0	0	2	87	-10	23
	AIRWORLD AVIATION LTD	C	15	0	1	73	7	20	0	0	0	-2	38	30	8
	BRITANNIA AIRWAYS	C	23	0	0	83	9	4	4	0	0	7	77	17	30
	MONARCH AIRLINES	C	9	0	1	56	22	11	11	0	0	5	78	14	9
	MY TRAVEL AIRWAYS UK	C	7	1	0	71	0	14	0	14	0	32	67	14	21
<b>TOTAL REUS</b>			<b>63</b>	<b>1</b>	<b>3</b>	<b>76</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>97</b>
<b>TOTAL SPAIN</b>			<b>1493</b>	<b>14</b>	<b>53</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>66</b>	<b>25</b>	<b>1557</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	19	0	1	68	0	26	5	0	0	17	50	10	8
	AIR ATLANTA ICELANDIC	C	5	1	0	20	40	0	40	0	0	45	0	0	0
	AIR EUROPA	C	26	0	0	38	19	19	12	12	0	42	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	61	28	0	11	0	0	21	72	8	18
	CALEDONIAN AIRWAYS	C	10	0	6	30	0	40	20	10	0	56	63	14	8
	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	6	0	0	0
	LEISURE INTERNATIONAL	C	9	0	0	11	11	78	0	0	0	37	0	0	0
	MONARCH AIRLINES	C	18	0	0	61	22	17	0	0	0	13	75	25	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	38	25	0	0	42	48	67	25
	NORDIC EUROPEAN AIRLINES	C	2	0	6	0	0	0	0	100	0	207	0	0	0
<b>TOTAL ARRECIFE</b>			<b>119</b>	<b>1</b>	<b>13</b>	<b>47</b>	<b>15</b>	<b>23</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>64</b>	<b>30</b>	<b>100</b>
FUERTEVENTURA	AIR 2000	C	10	0	0	10	10	20	50	10	0	96	88	-2	8
	BRITANNIA AIRWAYS	C	9	1	1	89	11	0	0	0	0	4	90	2	10
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	-4	75	7	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	33	33	22	0	11	0	39	44	50	16
<b>TOTAL FUERTEVENTURA</b>			<b>47</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>17</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>70</b>	<b>17</b>	<b>50</b>
LAS PALMAS	AIR 2000	C	31	0	1	87	6	0	6	0	0	9	71	22	35
	AIR ATLANTA ICELANDIC	C	4	0	0	50	25	25	0	0	0	22	0	0	0
	BRITANNIA AIRWAYS	C	19	0	0	68	16	5	11	0	0	28	78	10	27
	CALEDONIAN AIRWAYS	C	4	0	0	0	50	0	50	0	0	67	61	14	18
	FUTURA AIRLINES	C	4	0	0	25	25	50	0	0	0	24	0	0	0
	MONARCH AIRLINES	C	23	0	1	43	22	26	9	0	0	24	62	30	13

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	26	0	0	50	15	0	35	0	0	44	29	53	17
	SPANAIR	C	22	0	1	73	14	0	14	0	0	18	0	0	0
	VIVA	C	3	0	0	67	33	0	0	0	0	10	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>136</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>16</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>26</b>	<b>157</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	44	0	0	64	14	14	9	0	0	14	80	7	45
	AIR ATLANTA ICELANDIC	C	10	0	0	30	10	20	40	0	0	54	0	34	2
	AIR EUROPA	C	15	1	0	87	13	0	0	0	0	-3	69	16	16
	BRITANNIA AIRWAYS	C	26	0	0	65	12	23	0	0	0	14	71	14	45
	CALEDONIAN AIRWAYS	C	25	0	0	36	12	44	0	8	0	43	39	33	18
	EXCEL AIRWAYS LTD	C	13	1	0	46	15	0	23	0	15	148	0	0	0
	FUTURA AIRLINES	C	20	0	1	25	0	35	40	0	0	49	0	0	0
	LEISURE INTERNATIONAL	C	6	0	0	33	17	33	17	0	0	32	75	12	12
	MONARCH AIRLINES	C	46	1	0	46	24	22	9	0	0	24	60	16	65
	MY TRAVEL AIRWAYS UK	C	18	1	0	6	17	28	28	22	0	106	59	30	17
	NORDIC EUROPEAN AIRLINES	C	2	2	6	0	0	0	0	0	100	662	0	0	0
	OASIS INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	13	70	5	23
	SPANAIR	C	16	0	0	69	6	13	13	0	0	14	57	25	7
VIVA	C	25	0	0	64	36	0	0	0	0	11	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>268</b>	<b>6</b>	<b>7</b>	<b>50</b>	<b>16</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>63</b>	<b>20</b>	<b>294</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>570</b>	<b>8</b>	<b>24</b>	<b>52</b>	<b>16</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>64</b>	<b>23</b>	<b>601</b>
<b>SWEDEN</b>															
MALMO	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-15	0	0	0
<b>TOTAL MALMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-15</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	SAS	S	52	0	2	92	6	2	0	0	0	-1	78	12	27
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>78</b>	<b>12</b>	<b>27</b>
<b>TOTAL SWEDEN</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>76</b>	<b>12</b>	<b>29</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	99	1	0	78	17	5	0	0	0	8	100	1	10
<b>TOTAL BASLE MULHOUSE</b>			<b>99</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>1</b>	<b>10</b>
GENEVA	BRITISH AIRWAYS PLC	S	48	0	0	79	8	10	2	0	0	7	68	17	62
<b>TOTAL GENEVA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>17</b>	<b>62</b>
ZURICH	AER LINGUS	S	50	0	0	82	14	4	0	0	0	6	92	3	50
	SWISS AIRLINES	S	8	0	1	63	38	0	0	0	0	13	0	0	0
	SWISSAIR	S	62	0	0	74	23	3	0	0	0	9	76	11	62
<b>TOTAL ZURICH</b>			<b>120</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>112</b>
<b>TOTAL SWITZERLAND</b>			<b>267</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>184</b>
<b>THAILAND</b>															
BANGKOK	MONARCH AIRLINES	C	9	0	0	56	33	11	0	0	0	13	0	0	0
<b>TOTAL BANGKOK</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>-9</b>	<b>8</b>
<b>TOTAL THAILAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>-9</b>	<b>8</b>
<b>TUNISIA</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MONASTIR	BRITANNIA AIRWAYS	C	10	0	0	30	30	40	0	0	0	26	82	4	17
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	0	50	0	0	43	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	17	50	29	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	6	11	0	0	0	-4	78	12	18
<b>TOTAL MONASTIR</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>55</b>
<b>TOTAL TUNISIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>55</b>
<b>TURKEY</b>															
ANTALYA	AIR 2000	C	7	0	1	71	14	0	14	0	0	9	78	19	9
	AIRWORLD AVIATION LTD	C	8	0	0	38	0	38	25	0	0	49	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-13	75	3	8
	MONARCH AIRLINES	C	7	0	1	29	43	14	14	0	0	20	40	26	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	0	0	22	0	63	44	27	9
	ONUR AIR	C	7	0	0	0	29	43	29	0	0	43	0	0	0
	PEGASUS AIRLINES	C	7	0	0	43	43	14	0	0	0	9	0	0	0
	SUNWAYS	C	8	0	0	63	38	0	0	0	0	2	71	40	7
<b>TOTAL ANTALYA</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>21</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>20</b>	<b>47</b>
DALAMAN	AIR 2000	C	31	1	4	65	10	16	10	0	0	15	69	18	29
	AIRWORLD AVIATION LTD	C	7	0	0	86	0	0	14	0	0	5	33	48	15
	BRITANNIA AIRWAYS	C	16	0	0	63	13	0	25	0	0	33	50	22	30
	CALEDONIAN AIRWAYS	C	20	0	0	70	20	0	10	0	0	17	38	30	29
	MONARCH AIRLINES	C	24	1	1	58	21	17	4	0	0	15	31	36	26
	MY TRAVEL AIRWAYS UK	C	38	0	2	39	13	18	16	13	0	55	26	54	31
	ONUR AIR	C	8	2	0	50	50	0	0	0	0	11	100	-9	7
	SUNWAYS	C	12	0	2	50	17	0	33	0	0	54	29	29	7
<b>TOTAL DALAMAN</b>			<b>157</b>	<b>6</b>	<b>9</b>	<b>57</b>	<b>16</b>	<b>10</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>45</b>	<b>35</b>	<b>195</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	C	9	0	1	0	22	56	22	0	0	50	10	49	10
	LEISURE INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	-5	0	0	0
	SUNWAYS	C	4	1	0	25	25	0	0	50	0	133	0	0	0
	THY TURK HAVA YOLLARI TURKIS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL ISTANBUL</b>			<b>20</b>	<b>2</b>	<b>3</b>	<b>30</b>	<b>15</b>	<b>35</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>53</b>	<b>10</b>	<b>49</b>	<b>10</b>
IZMIR (ADNAM MENDERES)	AIR 2000	C	22	0	3	77	9	9	5	0	0	5	61	16	31
	AIRWORLD AVIATION LTD	C	8	0	0	75	0	25	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-10	57	8	7
	EXCEL AIRWAYS LTD	C	10	2	0	40	30	10	20	0	0	32	0	0	0
	MONARCH AIRLINES	C	20	0	1	65	20	5	10	0	0	13	46	78	24
	MY TRAVEL AIRWAYS UK	C	17	0	1	94	0	0	6	0	0	-5	31	55	16
	ONUR AIR	C	9	0	0	67	22	11	0	0	0	13	0	0	0
	SUNWAYS	C	11	1	3	64	9	0	9	9	9	150	43	37	7
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>106</b>	<b>3</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>48</b>	<b>50</b>	<b>117</b>
<b>TOTAL TURKEY</b>			<b>345</b>	<b>11</b>	<b>23</b>	<b>60</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>47</b>	<b>38</b>	<b>369</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	43	0	1	63	23	5	9	0	0	15	80	5	44
<b>TOTAL DUBAI</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>23</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>5</b>	<b>44</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>23</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>3</b>	<b>62</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BMI REGIONAL	S	69	1	2	55	35	10	0	0	0	14	62	12	84
	BRITISH AIRWAYS PLC	S	155	0	0	97	2	0	1	0	0	-2	89	3	115
<b>TOTAL ABERDEEN</b>			<b>224</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>7</b>	<b>215</b>
<b>BELFAST CITY</b>	BRITISH REGIONAL AIRLINES LTD	S	229	5	0	93	6	0	0	0	2	89	3	282	
<b>TOTAL BELFAST CITY</b>			<b>229</b>	<b>5</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>3</b>	<b>282</b>	
<b>BELFAST INTERNATIONAL</b>	BRITISH REGIONAL AIRLINES LTD	S	224	0	0	91	5	2	2	0	1	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>1</b>	<b>467</b>	
<b>BOURNEMOUTH</b>	FLIGHTLINE LTD	C	3	0	0	67	0	0	33	0	37	0	0	0	
<b>TOTAL BOURNEMOUTH</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>CAMBRIDGE</b>	SCOT AIRWAYS	S	86	1	1	85	15	0	0	0	3	82	5	88	
<b>TOTAL CAMBRIDGE</b>			<b>86</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>5</b>	<b>88</b>	
<b>CARDIFF WALES</b>	BRITISH REGIONAL AIRLINES LTD	S	86	2	0	51	27	16	6	0	17	0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>86</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>6</b>	<b>92</b>	
<b>CITY OF DERRY (EGLINTON)</b>	BRITISH REGIONAL AIRLINES LTD	S	61	0	0	95	2	0	3	0	-5	0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>-5</b>	<b>87</b>	<b>-1</b>	<b>60</b>	
<b>DUNDEE</b>	BMI REGIONAL	S	95	1	1	54	34	12	1	0	16	74	9	90	
<b>TOTAL DUNDEE</b>			<b>95</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>34</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>9</b>	<b>90</b>	
<b>EAST MIDLANDS</b>	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	0	50	140	0	0	0	
<b>TOTAL EAST MIDLANDS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	238	0	1	94	4	1	1	0	0	86	5	228	
<b>TOTAL EDINBURGH</b>			<b>238</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>260</b>	
<b>EXETER</b>	EUROPEAN AIRWAYS LTD	S	18	0	1	50	33	17	0	0	18	0	0	0	
<b>TOTAL EXETER</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>GATWICK</b>	BRITANNIA AIRWAYS	C	3	1	1	100	0	0	0	0	7	25	18	4	
	BRITISH AIRWAYS (EURO OPS) LG	S	339	0	1	87	10	1	1	0	4	87	3	336	
	BRITISH AIRWAYS PLC	S	20	0	0	60	15	10	15	0	18	61	18	18	
	MONARCH AIRLINES	C	7	0	0	100	0	0	0	0	-28	79	5	14	
<b>TOTAL GATWICK</b>			<b>370</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>4</b>	<b>378</b>	
<b>GLASGOW</b>	AIR TRANSAT	C	2	0	0	100	0	0	0	0	-18	0	0	0	
	BMI REGIONAL	S	138	2	7	73	20	5	1	0	10	68	11	126	
	BRITISH AIRWAYS PLC	S	250	1	0	88	8	3	1	0	2	88	2	290	
<b>TOTAL GLASGOW</b>			<b>390</b>	<b>4</b>	<b>7</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>5</b>	<b>428</b>	
<b>GUERNSEY</b>	BRITISH REGIONAL AIRLINES LTD	S	89	0	1	91	6	1	2	0	0	80	10	76	
	CITY FLYER EXPRESS	C	2	0	0	100	0	0	0	0	-1	0	54	1	
	EMERALD AIRWAYS LIMITED	C	2	0	0	100	0	0	0	0	-3	0	0	0	
<b>TOTAL GUERNSEY</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>85</b>	
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	626	9	4	87	8	3	2	0	6	83	11	610	
<b>TOTAL HEATHROW</b>			<b>626</b>	<b>10</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>11</b>	<b>610</b>	
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	178	0	0	96	2	1	1	0	1	95	1	175	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL ISLE OF MAN</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>1</b>	175
JERSEY	BRITISH AIRWAYS PLC	C	4	0	0	0	0	100	0	0	0	44	100	13	1
	BRITISH REGIONAL AIRLINES LTD	S	105	2	0	85	9	6	1	0	0	4	81	9	112
	KLM UK LTD	C	8	0	0	75	13	13	0	0	0	7	100	9	2
<b>TOTAL JERSEY</b>			<b>117</b>	<b>2</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>14</b>	176
NEWCASTLE	EUROPEAN AIRWAYS LTD	S	54	0	2	69	17	9	6	0	0	16	0	0	0
	GILL AIRWAYS	S	36	0	0	83	8	6	3	0	0	5	79	6	139
<b>TOTAL NEWCASTLE</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>7</b>	155
NORWICH	SCOT AIRWAYS	S	88	1	3	95	3	1	0	0	0	-2	0	0	0
<b>TOTAL NORWICH</b>			<b>88</b>	<b>1</b>	<b>3</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>0</b>	<b>0</b>	0
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	138	1	0	94	4	1	1	0	0	1	92	2	86
	EUROPEAN AIR CHARTER	C	2	0	1	100	0	0	0	0	0	1	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>140</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>2</b>	86
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	140	0	0	98	1	1	0	0	0	-5	93	-3	133
<b>TOTAL STANSTED</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>93</b>	<b>-3</b>	135
SUMBURGH	BMI REGIONAL	S	79	1	1	86	11	3	0	0	0	3	83	7	29
	BRITISH AIRWAYS PLC	S	53	0	0	87	6	6	0	2	0	6	92	4	71
<b>TOTAL SUMBURGH</b>			<b>132</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>5</b>	100
<b>TOTAL UNITED KINGDOM</b>			<b>3631</b>	<b>32</b>	<b>34</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>5</b>	3886
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	76	11	10	3	0	0	6	84	-1	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>-1</b>	62
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	66	8	11	15	0	0	20	89	0	123
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>8</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>0</b>	123
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	63	0	1	86	2	8	3	2	0	0	87	-7	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>-5</b>	90
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	69	13	8	10	0	0	13	84	4	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>4</b>	62
ORLANDO	AMERICAN TRANS AIR	C	12	3	3	42	8	25	17	0	8	92	50	23	8
	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	0	25	0	53	79	3	34
	LAKER AIRWAYS INC	S	25	2	4	80	4	4	8	0	4	41	0	0	0
	LEISURE INTL AIRWAYS LTD	C	25	0	0	56	8	16	16	4	0	36	49	68	35
	MONARCH AIRLINES	C	40	0	2	70	5	10	5	5	5	43	100	-41	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	51	1	1	96	2	2	0	0	0	-15	0	0	0
<b>TOTAL ORLANDO</b>			<b>161</b>	<b>6</b>	<b>10</b>	<b>75</b>	<b>4</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>28</b>	<b>55</b>	<b>27</b>	164
SANFORD	BRITANNIA AIRWAYS	C	33	0	0	82	15	3	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	42	0	1	43	19	12	17	7	2	59	0	0	0
<b>TOTAL SANFORD</b>			<b>76</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL USA</b>			<b>486</b>	<b>8</b>	<b>12</b>	<b>72</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>76</b>	<b>8</b>	501

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	9	0	0	78	0	11	0	11	0	27	50	35	8
TOTAL TASHKENT			9	0	0	78	0	11	0	11	0	27	50	35	8
TOTAL UZBEKISTAN			9	0	0	78	0	11	0	11	0	27	50	35	8
<b>VENEZUELA</b>															
PORLAMAR	LEISURE INTL AIRWAYS LTD	C	8	0	0	63	0	13	25	0	0	17	60	7	5
TOTAL PORLAMAR			8	0	0	63	0	13	25	0	0	17	60	7	5
TOTAL VENEZUELA			8	0	0	63	0	13	25	0	0	17	60	7	5
TOTAL MANCHESTER			12682	104	300	77	11	7	5	1	0	12	75	13	13123

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	213	0	3	86	8	3	1	1	0	5	0	0	0
TOTAL BRUSSELS			213	0	3	86	8	3	1	1	0	5	0	0	0
TOTAL BELGIUM			213	0	3	86	8	3	1	1	0	5	0	0	0
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	25	0	0	0	19	0	0	0
TOTAL LARNACA			15	0	0	60	27	13	0	0	0	13	0	0	0
PAPHOS	AIR 2000	C	10	0	0	70	0	30	0	0	0	11	0	0	0
	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	-4	0	0	0
TOTAL PAPHOS			13	0	0	77	0	23	0	0	0	7	0	0	0
TOTAL CYPRUS			28	0	0	68	14	18	0	0	0	10	0	0	0
<b>DENMARK</b>															
COPENHAGEN	SAS	S	115	0	1	90	4	2	3	0	0	2	0	0	0
TOTAL COPENHAGEN			115	0	1	90	4	2	3	0	0	2	0	0	0
TOTAL DENMARK			115	0	1	90	4	2	3	0	0	2	0	0	0
<b>FRANCE</b>															
LE HAVRE	EUROPEAN AIRWAYS LTD	S	50	0	1	56	18	20	6	0	0	18	0	0	0
TOTAL LE HAVRE			50	0	1	56	18	20	6	0	0	18	0	0	0
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	103	2	5	85	7	4	4	0	0	6	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			103	2	5	85	7	4	4	0	0	6	0	0	0
TOTAL FRANCE			153	4	6	76	10	9	5	0	0	10	0	0	0
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	42	0	4	93	5	2	0	0	0	4	0	0	0
TOTAL DUSSELDORF			42	0	4	93	5	2	0	0	0	4	0	0	0
MUNICH	BRITISH WORLD AIRLINES LTD	S	4	0	0	0	50	50	0	0	0	29	0	0	0
	LUFTHANSA CITY LINE	S	14	2	2	71	0	29	0	0	0	13	0	0	0
TOTAL MUNICH			18	2	2	56	11	33	0	0	0	17	0	0	0
TOTAL GERMANY			60	2	6	82	7	12	0	0	0	7	0	0	0
<b>GREECE</b>															
CORFU	AIR 2000	C	8	0	0	88	13	0	0	0	0	-12	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	-10	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	16	0	0	0
TOTAL CORFU			23	0	0	87	4	0	9	0	0	-2	0	0	0
HERAKLION	AIR 2000	C	7	0	0	57	14	0	29	0	0	15	0	0	0
	EXCEL AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	-4	0	0	0
TOTAL HERAKLION			12	1	0	67	17	0	17	0	0	7	0	0	0
KOS	MY TRAVEL AIRWAYS UK	C	12	0	0	92	8	0	0	0	0	-10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL KOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RHODES</b>	AIR 2000	C	9	0	1	100	0	0	0	0	0	-4	0	0	0
	BRITANNIA AIRWAYS	C	4	1	0	75	0	25	0	0	0	12	0	0	0
	EXCEL AIRWAYS LTD	C	6	1	2	67	0	0	17	17	0	43	0	0	0
<b>TOTAL RHODES</b>			<b>19</b>	<b>2</b>	<b>3</b>	<b>84</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ZAKINTHOS</b>	BRITANNIA AB	C	5	0	0	80	0	20	0	0	0	-11	0	0	0
	BRITANNIA AIRWAYS	C	3	0	0	33	0	33	0	33	0	78	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>75</b>	<b>3</b>	<b>3</b>	<b>81</b>	<b>5</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HUNGARY</b>															
<b>BUDAPEST</b>	CALEDONIAN AIRWAYS	C	2	0	0	0	0	0	100	0	0	69	0	0	0
	MALEV (HUNGARIAN AIRLINES)	C	4	0	0	75	0	0	0	0	25	240	0	0	0
	TRANSAER	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL BUDAPEST</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ICELAND</b>															
<b>KEFLAVIK</b>	ICELANDAIR	C	10	3	1	40	0	0	30	30	0	105	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>10</b>	<b>3</b>	<b>1</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>105</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</b>			<b>10</b>	<b>3</b>	<b>1</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>105</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
<b>DUBLIN</b>	AER LINGUS	S	148	0	0	93	3	3	1	0	0	-1	0	0	0
<b>TOTAL DUBLIN</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
<b>MALTA</b>	AIR MALTA	C	27	0	1	89	4	0	7	0	0	7	0	0	0
<b>TOTAL MALTA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALTA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	KLM UK LTD	S	178	0	0	89	4	6	1	0	0	4	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NORWAY</b>															
<b>BERGEN</b>	BRAATHENS ASA	S	54	0	0	89	11	0	0	0	0	2	0	0	0
<b>TOTAL BERGEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OSLO (FORNEBU)</b>	BRAATHENS ASA	S	54	0	0	93	7	0	0	0	0	3	0	0	0
<b>TOTAL OSLO (FORNEBU)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	18	0	0	78	11	11	0	0	0	1	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	-9	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	12	0	0	0
<b>TOTAL FARO</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	38	25	38	0	0	0	23	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	72	6	0	17	6	0	33	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	88	0	0	0	0	13	144	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	25	63	0	0	65	0	0	0
<b>TOTAL ALICANTE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>12</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	AIR 2000	C	7	0	1	86	14	0	0	0	0	-5	0	0	0
<b>TOTAL BARCELONA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>0</b>	<b>0</b>	<b>0</b>
GERONA	BRITANNIA AIRWAYS	C	7	0	0	86	0	0	14	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	1	2	75	0	25	0	0	0	-3	0	0	0
<b>TOTAL GERONA</b>			<b>15</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>0</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
IBIZA	AIR 2000	C	8	0	2	100	0	0	0	0	0	-14	0	0	0
	BRITANNIA AIRWAYS	C	23	0	0	83	9	0	9	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	2	57	14	14	0	0	14	209	0	0	0
<b>TOTAL IBIZA</b>			<b>38</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	BRITISH WORLD AIRLINES LTD	S	61	1	0	61	15	18	7	0	0	18	0	0	0
<b>TOTAL MADRID</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
MAHON	AIR 2000	C	8	0	0	88	0	13	0	0	0	-3	0	0	0
	BRITANNIA AIRWAYS	C	14	0	0	64	14	0	21	0	0	26	0	0	0
	CALEDONIAN AIRWAYS	C	4	0	2	75	25	0	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	0	14	0	0	0	-3	0	0	0
<b>TOTAL MAHON</b>			<b>34</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>9</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAGA	AIR 2000	C	8	0	0	75	25	0	0	0	0	9	0	0	0
	BRITANNIA AB	C	4	0	0	50	50	0	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	83	17	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	61	11	11	17	0	0	22	0	0	0
<b>TOTAL MALAGA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	AIR 2000	C	25	0	1	72	8	12	4	0	4	29	0	0	0
	BRITANNIA AIRWAYS	C	42	0	0	86	2	5	5	0	2	29	0	0	0
	CALEDONIAN AIRWAYS	C	4	0	0	75	25	0	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	32	0	1	50	16	13	22	0	0	25	0	0	0
	SPANAIR	C	7	1	1	86	0	0	14	0	0	9	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>110</b>	<b>1</b>	<b>3</b>	<b>72</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
REUS	BRITANNIA AIRWAYS	C	9	0	0	89	0	0	0	11	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL SPAIN</b>			<b>372</b>	<b>3</b>	<b>13</b>	<b>71</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	9	0	0	78	11	11	0	0	0	4	0	0	0
	AIR EUROPA	C	2	0	0	0	0	0	100	0	0	136	0	0	0
	BRITANNIA AIRWAYS	C	7	0	0	71	0	0	14	0	14	100	0	0	0
	CALEDONIAN AIRWAYS	C	4	0	0	0	75	25	0	0	0	28	0	0	0
<b>TOTAL ARRECIFE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LAS PALMAS</b>	AIR 2000	C	6	0	0	100	0	0	0	0	0	0	0	0	0
	AIR EUROPA	C	2	0	0	0	100	0	0	0	0	30	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	25	38	0	0	43	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	8	0	0	100	0	0	0	0	0	-16	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	0	25	0	70	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	25	13	0	0	26	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	1	59	6	18	18	0	0	21	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>7</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>89</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	SUNWAYS	C	7	0	1	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL ANTALYA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DALAMAN</b>	AIR 2000	C	8	0	1	50	0	50	0	0	0	16	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	78	11	0	11	0	0	9	0	0	0
	CALEDONIAN AIRWAYS	C	9	0	0	44	0	11	33	11	0	63	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	57	0	0	43	0	0	43	0	0	0
	ONUR AIR	C	9	0	0	100	0	0	0	0	0	-15	0	0	0
	SUNWAYS	C	7	0	0	57	14	0	29	0	0	40	0	0	0
<b>TOTAL DALAMAN</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>4</b>	<b>10</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IZMIR (ADNAM MENDERES)</b>	AIR 2000	C	7	0	1	71	0	14	14	0	0	14	0	0	0
	CALEDONIAN AIRWAYS	C	4	0	0	25	25	50	0	0	0	28	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	-9	0	0	0
	ONUR AIR	C	5	4	1	0	0	80	20	0	0	66	0	0	0
	SUNWAYS	C	7	0	1	43	0	29	29	0	0	60	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>33</b>	<b>4</b>	<b>3</b>	<b>55</b>	<b>3</b>	<b>30</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>89</b>	<b>4</b>	<b>6</b>	<b>64</b>	<b>3</b>	<b>17</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BRITISH AIRWAYS CITIEXPRESS L	S	100	0	0	90	7	1	2	0	0	2	0	0	0
	GILL AIRWAYS	S	131	3	5	69	14	7	10	0	0	16	0	0	0
	KLM UK LTD	S	6	2	0	33	17	50	0	0	0	20	0	0	0
<b>TOTAL ABERDEEN</b>			<b>237</b>	<b>5</b>	<b>5</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BELFAST CITY</b>	GILL AIRWAYS	S	215	2	3	71	13	8	6	1	0	16	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>215</b>	<b>2</b>	<b>3</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BIRMINGHAM	DUO AIRWAYS LTD	S	181	0	3	93	2	2	3	0	0	4	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>181</b>	<b>1</b>	<b>3</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	100	0	0	91	4	2	3	0	0	3	0	0	0
<b>TOTAL BRISTOL</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	91	0	1	79	20	1	0	0	0	7	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	90	0	2	86	13	0	1	0	0	8	0	0	0
<b>TOTAL EDINBURGH</b>			<b>90</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	CITY FLYER EXPRESS	S	267	2	2	88	10	2	0	0	0	4	0	0	0
<b>TOTAL GATWICK</b>			<b>267</b>	<b>2</b>	<b>2</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
HEATHROW	BRITISH AIRWAYS PLC	S	338	0	2	87	8	2	2	0	0	7	0	0	0
<b>TOTAL HEATHROW</b>			<b>338</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	CITY FLYER EXPRESS	S	8	0	0	63	25	0	13	0	0	17	0	0	0
	KLM UK LTD	C	3	0	3	100	0	0	0	0	0	5	0	0	0
<b>TOTAL JERSEY</b>			<b>11</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>18</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUTON	BRITISH WORLD AIRLINES LTD	S	49	0	0	84	8	6	2	0	0	8	0	0	0
<b>TOTAL LUTON</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	EUROPEAN AIRWAYS LTD	S	27	0	1	78	7	7	7	0	0	12	0	0	0
	GILL AIRWAYS	S	36	0	0	81	11	3	6	0	0	5	0	0	0
<b>TOTAL MANCHESTER</b>			<b>63</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRESTWICK	GILL AIRWAYS	S	19	2	17	74	0	0	11	0	16	234	0	0	0
<b>TOTAL PRESTWICK</b>			<b>19</b>	<b>2</b>	<b>17</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>16</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	EUROPEAN AIRWAYS LTD	S	67	0	2	75	13	7	4	0	0	12	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>67</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
STANSTED	KLM UK LTD	S	143	3	0	93	5	2	0	0	0	0	0	0	0
<b>TOTAL STANSTED</b>			<b>143</b>	<b>3</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WICK	GILL AIRWAYS	S	56	0	1	86	7	4	4	0	0	3	0	0	0
<b>TOTAL WICK</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1928</b>	<b>19</b>	<b>42</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>USA</b>															
SANFORD	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	15	1	0	40	13	13	33	0	0	35	0	0	0
<b>TOTAL SANFORD</b>			<b>23</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>26</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>24</b>	<b>4</b>	<b>1</b>	<b>46</b>	<b>25</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NEWCASTLE</b>			<b>3661</b>	<b>46</b>	<b>84</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	TYROLEAN AIRWAYS	C	2	0	0	0	0	0	50	50	0	165	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>0</b>
VIENNA	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL VIENNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>92</b>	<b>82</b>	<b>3</b>	<b>17</b>
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	208	0	0	83	13	4	0	0	0	4	72	11	184
<b>TOTAL BRUSSELS</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>11</b>	<b>184</b>
<b>TOTAL BELGIUM</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>11</b>	<b>184</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	4	0	0	75	0	25	0	0	0	4	75	4	4
<b>TOTAL TORONTO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>4</b>	<b>4</b>
<b>TOTAL CANADA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>4</b>	<b>4</b>
<b>CUBA</b>															
HAVANA	CUBANA	S	10	0	0	60	10	10	10	10	0	40	38	44	8
<b>TOTAL HAVANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>38</b>	<b>44</b>	<b>8</b>
<b>TOTAL CUBA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>38</b>	<b>44</b>	<b>8</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	34	0	0	71	6	0	24	0	0	27	0	0	0
<b>TOTAL PRAGUE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
BILLUND	BRITISH WORLD AIRLINES LTD	C	2	1	2	100	0	0	0	0	0	5	44	120	18
	MAERSK AIR	C	8	0	0	88	0	13	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-5	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL BILLUND</b>			<b>20</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>120</b>	<b>18</b>
<b>COPENHAGEN</b>															
	BRITISH WORLD AIRLINES LTD	C	2	0	3	100	0	0	0	0	0	-2	47	50	17
	KLM UK LTD	S	115	0	3	69	17	11	3	0	0	13	82	-1	106
	MAERSK AIR	C	12	0	0	83	0	17	0	0	0	10	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	50	11	0	39	0	0	37	28	29	18
<b>TOTAL COPENHAGEN</b>			<b>147</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>9</b>	<b>141</b>
<b>TOTAL DENMARK</b>			<b>167</b>	<b>1</b>	<b>8</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>22</b>	<b>159</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	24	0	0	63	25	13	0	0	0	10	45	28	20
<b>TOTAL HELSINKI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>45</b>	<b>28</b>	<b>20</b>
<b>TOTAL FINLAND</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>45</b>	<b>28</b>	<b>20</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>FRANCE</b>															
BORDEAUX	AB AIRLINES	C	2	0	2	100	0	0	0	0	0	3	0	0	0
<b>TOTAL BORDEAUX</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
DIJON	PROTEUS AIR SYSTEM SA	S	38	7	10	63	26	11	0	0	0	13	87	7	30
<b>TOTAL DIJON</b>			<b>38</b>	<b>7</b>	<b>10</b>	<b>63</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>30</b>
MARSEILLE	FLYBE.BRITISH EUROPEAN	S	50	0	2	84	10	6	0	0	0	3	0	0	0
<b>TOTAL MARSEILLE</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	KLM UK LTD	S	53	1	0	81	8	9	2	0	0	6	78	0	58
<b>TOTAL NICE</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>0</b>	<b>58</b>
PARIS (CHARLES DE GAULLE)	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	KLM UK LTD	S	226	0	5	88	6	3	3	0	0	3	78	11	18
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>228</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>18</b>
REIMS	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	108	0	0	0
<b>TOTAL REIMS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	8	0	0	25	50	25	0	0	0	21	67	14	9
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>14</b>	<b>9</b>
TOURS	FLIGHTLINE LTD	C	2	0	0	0	50	0	50	0	0	51	0	0	0
<b>TOTAL TOURS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>386</b>	<b>9</b>	<b>24</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	<b>373</b>
<b>GERMANY</b>															
DUSSELDORF	KLM UK LTD	S	169	0	1	76	11	12	0	0	0	7	84	7	149
<b>TOTAL DUSSELDORF</b>			<b>170</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	<b>149</b>
FRANKFURT MAIN	KLM UK LTD	S	162	0	0	81	7	4	7	1	0	11	87	4	106
<b>TOTAL FRANKFURT MAIN</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>4</b>	<b>106</b>
HAMBURG	KLM UK LTD	S	109	0	1	86	9	4	1	0	0	4	76	9	105
<b>TOTAL HAMBURG</b>			<b>109</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>9</b>	<b>105</b>
MUNICH	KLM UK LTD	S	110	0	0	55	31	9	4	1	0	19	89	3	103
<b>TOTAL MUNICH</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>31</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>89</b>	<b>3</b>	<b>103</b>
MUNSTER-OSNABRUCK	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>554</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>6</b>	<b>463</b>
<b>GREECE</b>															
CORFU	BRITANNIA AIRWAYS	C	9	0	0	56	22	0	22	0	0	27	100	-17	7
	LEISURE INTERNATIONAL	C	5	1	0	60	20	0	20	0	0	23	100	-27	3
<b>TOTAL CORFU</b>			<b>14</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>-20</b>	<b>10</b>
HERAKLION	BRITANNIA AIRWAYS	C	8	0	0	25	50	0	25	0	0	43	100	-13	7
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	11	22	11	0	0	16	100	-10	7
<b>TOTAL HERAKLION</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>29</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>93</b>	<b>-9</b>	<b>15</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
RHODES	BRITANNIA AIRWAYS	C	7	0	1	71	29	0	0	0	0	-2	86	1	7
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	-10	63	53	8
<b>TOTAL RHODES</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>73</b>	<b>29</b>	<b>15</b>
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	22	0	0	0	1	71	49	7
<b>TOTAL ZAKINTHOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>49</b>	<b>7</b>
<b>TOTAL GREECE</b>			<b>56</b>	<b>2</b>	<b>1</b>	<b>61</b>	<b>21</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>10</b>	<b>47</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	117	1	0	91	4	0	4	0	0	3	82	8	85
<b>TOTAL CONNAUGHT</b>			<b>117</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>8</b>	<b>85</b>
CORK	RYANAIR	S	239	6	2	90	5	1	5	0	0	4	83	4	150
<b>TOTAL CORK</b>			<b>239</b>	<b>6</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>4</b>	<b>150</b>
DUBLIN	AER LINGUS	S	241	1	11	91	4	1	4	0	0	1	0	0	0
	RYANAIR	S	627	22	65	81	9	6	4	0	0	9	86	7	696
<b>TOTAL DUBLIN</b>			<b>868</b>	<b>23</b>	<b>76</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>696</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	53	0	1	91	4	0	4	2	0	4	94	-1	62
<b>TOTAL WATERFORD</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>-1</b>	<b>62</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1277</b>	<b>30</b>	<b>79</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>993</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	19	0	0	68	21	0	11	0	0	12	50	56	8
<b>TOTAL TEL AVIV</b>			<b>19</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>21</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>44</b>	<b>10</b>
<b>TOTAL ISRAEL</b>			<b>19</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>21</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>44</b>	<b>10</b>
<b>ITALY</b>															
FLORENCE	KLM UK LTD	S	66	0	0	86	9	2	3	0	0	5	65	16	65
<b>TOTAL FLORENCE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>16</b>	<b>65</b>
MILAN (LINATE)	KLM UK LTD	S	162	0	0	38	32	22	7	0	0	26	29	44	111
<b>TOTAL MILAN (LINATE)</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>32</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>29</b>	<b>44</b>	<b>111</b>
MILAN (MALPENSA)	EUROFLY SPA	C	5	2	1	40	40	20	0	0	0	16	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>5</b>	<b>2</b>	<b>1</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>95</b>	<b>2</b>
<b>TOTAL ITALY</b>			<b>233</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>42</b>	<b>34</b>	<b>180</b>
<b>KAZAKHSTAN</b>															
URALSK	EUROFLY SPA	C	3	0	1	33	0	67	0	0	0	33	0	0	0
<b>TOTAL URALSK</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KAZAKHSTAN</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	54	0	0	87	13	0	0	0	0	4	80	11	54
<b>TOTAL LUXEMBOURG</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>11</b>	<b>54</b>
<b>TOTAL LUXEMBOURG</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>11</b>	<b>54</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>MALTA</b>															
MALTA	AIR MALTA	C	10	0	0	30	30	40	0	0	0	28	75	5	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	0	20	10	0	51	70	5	10
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>76</b>	<b>3</b>	<b>25</b>
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>76</b>	<b>3</b>	<b>25</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	341	0	0	75	15	9	2	0	0	9	79	7	231
<b>TOTAL AMSTERDAM</b>			<b>341</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>7</b>	<b>231</b>
MAASTRICHT	KLM EXEL	S	151	0	3	81	10	5	5	0	0	11	89	8	141
<b>TOTAL MAASTRICHT</b>			<b>151</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>8</b>	<b>141</b>
ROTTERDAM	KLM UK LTD	S	127	1	0	87	9	3	1	0	0	1	0	0	0
	SCOT AIRWAYS	S	30	0	2	50	40	10	0	0	0	13	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>157</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>649</b>	<b>3</b>	<b>5</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>372</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH WORLD AIRLINES LTD	C	35	0	1	77	3	9	9	3	0	22	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>3</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>3</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	9	0	1	56	33	11	0	0	0	16	0	0	0
	LEISURE INTERNATIONAL	C	18	0	0	50	17	28	6	0	0	21	69	15	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	13	0	106	10
	SATA	C	8	0	0	25	0	50	25	0	0	56	0	0	0
<b>TOTAL FARO</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>19</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>34</b>	<b>63</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>19</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>34</b>	<b>63</b>
<b>SPAIN</b>															
ALICANTE	BRITISH WORLD AIRLINES LTD	C	7	0	1	71	14	0	14	0	0	29	88	-5	8
	KLM UK LTD	C	10	0	0	30	50	20	0	0	0	24	63	16	8
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	-5	0	0	0
<b>TOTAL ALICANTE</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>25</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>5</b>	<b>18</b>
IBIZA	BRITANNIA AIRWAYS	C	15	0	0	73	20	7	0	0	0	4	64	21	14
	MY TRAVEL AIRWAYS UK	C	6	0	1	33	0	50	17	0	0	33	71	29	7
<b>TOTAL IBIZA</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>14</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>24</b>	<b>22</b>
LA CORUNA	AVIACO	S	22	0	0	95	5	0	0	0	0	-1	0	0	0
<b>TOTAL LA CORUNA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	KLM UK LTD	S	21	0	1	62	33	5	0	0	0	11	71	14	62
<b>TOTAL MADRID</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>14</b>	<b>62</b>
MAHON	AIR 2000	C	7	0	1	71	14	14	0	0	0	10	100	-8	9
	BRITANNIA AIRWAYS	C	14	0	0	64	7	7	21	0	0	22	100	-5	15

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MAHON	LEISURE INTERNATIONAL	C	7	0	1	71	29	0	0	0	0	8	71	10	7
	MY TRAVEL AIRWAYS UK	C	16	0	1	75	0	13	0	13	0	38	71	16	14
<b>TOTAL MAHON</b>			<b>44</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>3</b>	<b>45</b>
MALAGA	BRITANNIA AIRWAYS	C	10	0	0	40	20	0	40	0	0	37	88	5	8
	BRITISH WORLD AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	25	50	43	6
	LEISURE INTERNATIONAL	C	18	0	0	61	22	6	11	0	0	18	17	28	12
	MONARCH AIRLINES	C	7	1	1	14	57	14	14	0	0	39	0	0	0
<b>TOTAL MALAGA</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>26</b>	<b>5</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>46</b>	<b>24</b>	<b>26</b>
PALMA DE MALLORCA	AIR 2000	C	9	0	1	56	22	22	0	0	0	13	33	14	3
	BRITANNIA AIRWAYS	C	34	0	0	68	9	6	15	3	0	26	83	2	40
	BRITISH WORLD AIRLINES LTD	C	11	0	1	100	0	0	0	0	0	1	71	7	14
	LEISURE INTERNATIONAL	C	9	0	1	56	11	11	22	0	0	36	57	12	14
	MY TRAVEL AIRWAYS UK	C	22	1	1	68	18	5	9	0	0	11	8	57	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>85</b>	<b>1</b>	<b>4</b>	<b>69</b>	<b>12</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>23</b>	<b>103</b>
REUS	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	-15	11	43	9
<b>TOTAL REUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-15</b>	<b>11</b>	<b>43</b>	<b>9</b>
SEVILLE	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZARAGOZA	AVIACO	S	22	0	0	91	0	9	0	0	0	-3	100	-2	4
<b>TOTAL ZARAGOZA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>100</b>	<b>-2</b>	<b>4</b>
<b>TOTAL SPAIN</b>			<b>295</b>	<b>2</b>	<b>11</b>	<b>69</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>14</b>	<b>343</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	LEISURE INTERNATIONAL	C	9	0	1	33	22	44	0	0	0	29	63	13	8
	MY TRAVEL AIRWAYS UK	C	9	1	1	56	22	11	0	11	0	44	25	46	8
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>1</b>	<b>2</b>	<b>44</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>47</b>	<b>28</b>	<b>17</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	0	25	0	0	36	13	48	8
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>20</b>	<b>18</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	4	100	-6	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	15	14	71	7
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>26</b>	<b>17</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	9	100	3	8
	LEISURE INTERNATIONAL	C	8	0	0	13	0	63	25	0	0	46	50	14	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	13	25	0	0	38	0	65	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>27</b>	<b>24</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>68</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>22</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>25</b>	<b>76</b>
<b>SWEDEN</b>															
GOTEBORG	MYTRAVEL AIRWAYS (DENMARK)	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	STERLING EUROPEAN AIRLINES	C	34	0	0	56	18	15	12	0	0	31	0	0	0
<b>TOTAL GOTEBORG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>86</b>	<b>-2</b>	<b>7</b>
STOCKHOLM (ARLANDA)	BRITANNIA AB	C	4	0	1	75	0	25	0	0	0	10	77	7	35
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	33	28	39	0	0	0	26	17	65	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL STOCKHOLM (ARLANDA)			22	0	1	41	23	36	0	0	0	23	57	27	53
TOTAL SWEDEN			58	0	1	50	21	22	7	0	0	27	60	24	60
SWITZERLAND															
GENEVA	FLIGHTLINE LTD	C	32	0	0	59	19	9	13	0	0	22	0	0	0
TOTAL GENEVA			32	0	0	59	19	9	13	0	0	22	0	0	0
ZURICH	FLIGHTLINE LTD	C	68	2	0	63	26	1	9	0	0	18	0	0	0
	KLM UK LTD	S	124	0	0	49	20	21	10	0	0	26	69	7	104
TOTAL ZURICH			192	2	0	54	22	14	9	0	0	23	69	7	104
TOTAL SWITZERLAND			224	2	0	55	22	13	10	0	0	23	69	7	106
TURKEY															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	C	26	0	0	46	31	19	4	0	0	16	0	0	0
TOTAL ANTALYA			26	0	0	46	31	19	4	0	0	16	50	9	10
DALAMAN	BRITANNIA AIRWAYS	C	9	0	0	100	0	0	0	0	0	-1	100	-3	8
	LEISURE INTERNATIONAL	C	5	0	1	60	0	40	0	0	0	26	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	0	13	0	44	0	0	0
TOTAL DALAMAN			22	0	1	82	0	14	0	5	0	22	100	-3	8
ISTANBUL	ISTANBUL HAVA YOLLARI	C	7	1	0	0	0	71	29	0	0	51	10	49	10
TOTAL ISTANBUL			7	1	0	0	0	71	29	0	0	51	15	95	27
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	C	2	0	0	50	0	0	50	0	0	69	0	0	0
	SUNWAYS	C	7	0	1	100	0	0	0	0	0	-14	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			9	0	1	89	0	0	11	0	0	5	88	-6	8
TOTAL TURKEY			64	1	2	59	13	20	6	2	0	20	45	49	53
UNITED KINGDOM															
ABERDEEN	KLM UK LTD	S	159	0	0	86	6	6	2	0	0	5	85	4	144
TOTAL ABERDEEN			159	0	0	86	6	6	2	0	0	5	85	4	144
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	166	0	0	99	1	0	0	0	0	-3	94	0	222
TOTAL BELFAST CITY			166	0	0	99	1	0	0	0	0	-3	94	0	222
BELFAST INTERNATIONAL	FLYBE.BRITISH EUROPEAN	S	128	0	1	98	2	0	0	0	0	-4	0	0	0
TOTAL BELFAST INTERNATIONAL			128	0	1	98	2	0	0	0	0	-4	71	21	199
CITY OF DERRY (EGLINTON)	FLYBE.BRITISH EUROPEAN	S	37	0	1	95	5	0	0	0	0	0	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			37	0	1	95	5	0	0	0	0	0	0	0	0
EDINBURGH	KLM UK LTD	S	262	1	5	78	13	8	1	0	0	5	85	3	234
TOTAL EDINBURGH			262	1	5	78	13	8	1	0	0	5	85	3	234
GLASGOW	KLM UK LTD	S	213	0	2	84	8	4	4	0	0	5	86	4	164
TOTAL GLASGOW			213	0	2	84	8	4	4	0	0	5	86	4	164
GUERNSEY	KLM UK LTD	S	44	0	0	93	7	0	0	0	0	-1	67	12	33
TOTAL GUERNSEY			44	0	0	93	7	0	0	0	0	-1	67	12	33
INVERNESS	KLM UK LTD	S	9	0	0	67	22	11	0	0	0	3	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL INVERNESS			9	0	0	67	22	11	0	0	0	3	0	0	0
JERSEY	KLM UK LTD	S	64	0	6	86	8	3	0	3	0	10	82	12	56
TOTAL JERSEY			64	0	6	86	8	3	0	3	0	10	81	11	58
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	138	2	2	97	2	1	0	0	0	-3	94	-1	130
TOTAL MANCHESTER			138	3	2	97	2	1	0	0	0	-3	94	-1	131
NEWCASTLE	KLM UK LTD	S	135	0	5	94	6	0	0	0	0	-2	84	5	129
TOTAL NEWCASTLE			135	0	5	94	6	0	0	0	0	-2	84	5	129
PRESTWICK	RYANAIR	S	242	1	5	89	8	2	1	0	0	2	0	0	0
TOTAL PRESTWICK			242	1	5	89	8	2	1	0	0	2	0	0	0
TOTAL UNITED KINGDOM			1597	5	27	89	7	3	1	0	0	2	85	6	1314
USA															
NEW YORK (NEWARK)	EL AL	S	10	0	3	60	0	20	20	0	0	22	63	41	8
TOTAL NEW YORK (NEWARK)			10	0	3	60	0	20	20	0	0	22	63	41	8
TOTAL USA			11	0	3	55	9	18	18	0	0	21	63	41	8
TOTAL STANSTED			6099	60	175	79	11	6	4	0	0	8	78	11	4975

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AARHUS (TIRSTRUP)	HEATHROW	SAS	S	A	31	0	0	77	6	13	3	0	0	11	87	8	31
	HEATHROW	SAS	S	D	31	0	0	68	13	16	3	0	0	13	71	7	31
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>8</b>	<b>8</b>
ABERDEEN	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	31	0	0	94	6	0	0	0	0	0	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	31	0	0	84	10	6	0	0	0	7	0	0	0
	EDINBURGH	BMI REGIONAL	S	A	23	1	47	78	17	0	4	0	0	12	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	28	1	0	46	39	14	0	0	0	18	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	46	0	1	39	48	13	0	0	0	17	46	18	41
	MANCHESTER	BMI REGIONAL	S	D	23	1	1	87	9	4	0	0	0	7	77	6	43
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	1	75	15	6	3	0	0	10	75	11	83
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	1	84	4	9	3	0	0	10	87	6	84
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	50	0	0	88	8	2	2	0	0	1	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	0	0	92	6	0	2	0	0	2	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	-2	93	5	27
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	3	0	0	0	6	89	11	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	196	0	1	88	8	3	2	0	0	5	81	10	195
	HEATHROW	BRITISH AIRWAYS PLC	S	D	196	0	1	90	8	2	0	0	0	1	91	2	194
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	78	0	0	95	4	0	1	0	0	0	84	8	44
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	77	0	0	99	0	0	1	0	0	-4	92	-1	71
	NEWCASTLE	GILL AIRWAYS	S	A	71	2	5	65	17	10	8	0	0	18	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	60	1	0	75	10	3	12	0	0	13	0	0	0
	EDINBURGH	KLM UK LTD	S	A	49	0	2	90	2	4	2	2	0	8	0	0	0
	EDINBURGH	KLM UK LTD	S	D	48	0	2	75	19	4	2	0	0	11	0	0	0
	NEWCASTLE	KLM UK LTD	S	A	3	0	0	33	33	33	0	0	0	20	0	0	0
	NEWCASTLE	KLM UK LTD	S	D	3	2	0	33	0	67	0	0	0	20	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ABERDEEN																		
	STANSTED	KLM UK LTD	S	A	80	0	0	93	3	4	1	0	0	1	86	2	70	
	STANSTED	KLM UK LTD	S	D	79	0	0	78	10	9	3	0	0	9	85	5	74	
	GLASGOW	LOGANAIR	S	A	67	0	0	94	4	0	1	0	0	2	89	3	66	
	GLASGOW	LOGANAIR	S	D	68	0	0	93	4	1	1	0	0	2	92	4	66	
<b>TOTAL ABERDEEN</b>					<b>1606</b>	<b>11</b>	<b>62</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>6</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	-15	97	-5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	3	0	0	0	9	61	11	31	
	GATWICK	EMIRATES	S	A	5	0	0	60	40	0	0	0	0	4	76	1	17	
	GATWICK	EMIRATES	S	D	5	0	0	60	40	0	0	0	0	15	47	24	17	
	HEATHROW	EMIRATES	S	A	7	0	1	57	14	14	14	0	0	22	50	5	6	
	HEATHROW	EMIRATES	S	D	9	0	0	56	33	0	11	0	0	20	86	28	7	
	HEATHROW	GULF AIR	S	A	17	0	0	71	6	18	6	0	0	14	65	10	17	
	HEATHROW	GULF AIR	S	D	22	0	1	82	5	5	5	5	0	20	58	15	24	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>127</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>8</b>	<b>8</b>	
ACCRA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	-6	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	50	33	17	0	0	0	17	0	0	0	
	HEATHROW	GHANA AIRWAYS	S	A	14	1	3	36	14	7	29	7	7	128	31	76	13	
	HEATHROW	GHANA AIRWAYS	S	D	16	1	0	6	13	44	25	6	6	88	0	74	13	
<b>TOTAL ACCRA</b>					<b>50</b>	<b>2</b>	<b>3</b>	<b>38</b>	<b>18</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>67</b>	<b>15</b>	<b>75</b>	<b>75</b>	
ADANA																		
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	21	0	0	33	14	24	29	0	0	36	26	41	19	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	21	0	0	43	14	24	19	0	0	31	5	50	19	
<b>TOTAL ADDIS ABABA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>14</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>46</b>	<b>46</b>	
ADEN																		
AGADIR																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	1	50	25	0	25	0	0	17	0	0	0	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
AGADIR																		
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	29	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	-12	0	0	0		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	24	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	6	0	0	0		
<b>TOTAL AGADIR</b>					<b>20</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>12</b>	<b>12</b>	
AJACCIO																		
<b>TOTAL AJACCIO</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>43</b>	<b>34</b>	<b>34</b>	
AKROTIRI																		
<b>TOTAL AKROTIRI</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ALGHERO/SASSARI																		
<b>TOTAL ALGHERO/SASSARI</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>21</b>	<b>21</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	13	0	0	23	23	46	8	0	34	21	62	14		
	HEATHROW	AIR ALGERIE	S	D	13	0	0	8	8	46	38	0	52	7	59	14		
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>46</b>	<b>23</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>61</b>	<b>61</b>		
ALICANTE																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	50	25	0	0	17	100	3	4		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	75	10	4		
	GATWICK	AIR 2000	C	A	9	0	0	44	44	0	11	0	27	77	2	13		
	GATWICK	AIR 2000	C	D	9	0	0	78	0	22	0	0	15	79	11	14		
	GLASGOW	AIR 2000	C	A	9	0	0	89	11	0	0	0	1	100	3	4		
	GLASGOW	AIR 2000	C	D	9	0	0	78	22	0	0	0	12	50	10	4		
	MANCHESTER	AIR 2000	C	A	15	0	0	47	27	20	7	0	22	70	14	20		
	MANCHESTER	AIR 2000	C	D	15	0	0	87	13	0	0	0	2	74	14	19		
	NEWCASTLE	AIR 2000	C	A	4	0	0	25	50	25	0	0	24	0	0	0		
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	0	50	0	0	22	0	0	0		
	GATWICK	AIR ATLANTA ICELANDIC	C	A	4	0	0	0	0	0	100	0	101	0	0	0		
	GATWICK	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	0	0	100	0	90	0	0	0		
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	4	0	0	0	25	0	75	0	66	0	0	0		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALICANTE	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	50	0	50	0	0	49	0	0	0
	GLASGOW	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	-21	0	0	0
	MANCHESTER	AIR EUROPA	C	A	3	0	0	33	67	0	0	0	0	18	0	0	0
	MANCHESTER	AIR EUROPA	C	D	2	1	0	50	0	50	0	0	0	17	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	-5	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0
	EDINBURGH	BRITANNIA AB	C	A	5	0	0	60	40	0	0	0	0	15	0	0	0
	EDINBURGH	BRITANNIA AB	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	18	80	7	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	6	60	10	5
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	40	20	0	0	36	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS	C	D	6	0	0	50	0	33	17	0	0	30	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	22	0	0	0	12	57	16	14
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	2	69	15	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	7	0	0	57	29	0	14	0	0	19	38	38	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	0	-1	14	32	7
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	75	8	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	1	0	100	0	0	0	0	0	-1	75	6	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	22	0	0	68	14	18	0	0	0	9	81	9	26
	MANCHESTER	BRITANNIA AIRWAYS	C	D	22	0	0	82	5	5	9	0	0	11	84	11	25
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	0	22	0	0	29	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	11	11	0	37	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	5	0	0	60	0	0	0	0	40	402	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	5	0	0	60	0	0	20	20	0	87	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	51	75	-5	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	-1	100	-6	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	1	0	23	15	23	15	23	0	76	0	173	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	1	0	46	15	8	8	23	0	65	0	169	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	14	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	23	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALICANTE	MANCHESTER	CENTENNIAL AIRLINES	C	A	4	0	1	100	0	0	0	0	0	-14	0	0	0
	MANCHESTER	CENTENNIAL AIRLINES	C	D	4	0	1	75	25	0	0	0	0	8	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	73	18	0	9	0	0	9	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	91	0	0	9	0	0	17	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	1	3	67	11	0	11	0	11	82	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	1	3	78	11	0	0	0	11	78	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	282	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	HEATHROW	IBERIA	S	A	31	0	0	52	32	3	13	0	0	23	0	0	0
	HEATHROW	IBERIA	S	D	31	0	0	81	6	3	10	0	0	11	0	0	0
	STANSTED	KLM UK LTD	C	A	5	0	0	0	60	40	0	0	0	35	75	21	4
	STANSTED	KLM UK LTD	C	D	5	0	0	60	40	0	0	0	0	13	50	12	4
	GATWICK	LEISURE INTERNATIONAL	C	A	7	0	0	57	14	0	14	14	0	46	44	37	16
	GATWICK	LEISURE INTERNATIONAL	C	D	7	0	0	71	0	0	14	14	0	43	60	26	15
	MANCHESTER	LEISURE INTERNATIONAL	C	A	9	1	1	56	11	22	11	0	0	18	38	84	13
	MANCHESTER	LEISURE INTERNATIONAL	C	D	9	0	0	78	0	22	0	0	0	10	43	76	14
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	54	8	31	8	0	0	22	33	24	3
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	92	8	0	0	0	0	4	100	2	4
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	15	38	15	23	8	0	64	63	47	43
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	54	23	0	15	8	0	43	67	29	42
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	20	50	13	4
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	25	0	75	0	0	0	34	25	33	4
	LUTON	MONARCH AIRLINES	C	A	5	0	1	40	20	0	40	0	0	55	0	74	4
	LUTON	MONARCH AIRLINES	S	A	18	0	0	50	39	11	0	0	0	16	72	20	18
	LUTON	MONARCH AIRLINES	C	D	4	0	2	75	0	0	0	25	0	91	75	14	4
	LUTON	MONARCH AIRLINES	S	D	18	0	0	89	11	0	0	0	0	2	89	7	18
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	23	31	31	8	8	0	49	56	23	16
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	85	8	8	0	0	0	5	73	11	15
	STANSTED	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-13	0	0	0
	STANSTED	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	3	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ALICANTE																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	8	50	18	8	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	1	0	50	0	25	25	0	0	51	100	-2	9	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	49	0	130	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	54	33	63	3	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	40	0	20	33	0	7	103	35	47	17	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	1	0	50	25	19	6	0	0	18	42	41	19	19
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	57	0	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	73	0	0	0	0
	MANCHESTER	VIVA	C	A	4	0	0	75	0	25	0	0	0	6	0	124	1	1
	MANCHESTER	VIVA	C	D	4	0	0	75	0	25	0	0	0	12	0	114	1	1
<b>TOTAL ALICANTE</b>					<b>689</b>	<b>9</b>	<b>14</b>	<b>62</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>61</b>	<b>28</b>	<b>28</b>	<b>28</b>
ALMERIA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	0	11	0	0	14	89	41	9	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	10	100	0	8	8
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	11	0	0	0	6	78	8	9	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	10	100	1	8	8
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	23	100	-5	4	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	12	100	2	3	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	0	22	0	0	32	89	-4	18	18
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	22	0	0	27	87	6	15	15
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	75	0	0	25	0	0	25	60	23	5	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	13	50	11	4	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	21	75	16	4	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	15	100	-6	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	60	0	20	0	99	0	30	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	40	0	0	0	22	75	10	4	4

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALMERIA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	1	60	40	0	0	0	0	20	0	34	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-3	100	-1	4
<b>TOTAL ALMERIA</b>					<b>106</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>15</b>	<b>15</b>
AMMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	1	1	100	0	0	0	0	0	-1	72	-1	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	1	70	25	0	0	5	0	22	64	17	14
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	1	75	13	13	0	0	0	2	100	-22	8
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	10	0	0	90	0	10	0	0	0	9	90	-6	10
	GATWICK	ROYAL JORDANIAN	C	A	4	0	0	75	0	0	25	0	0	14	0	0	0
	GATWICK	ROYAL JORDANIAN	C	D	4	0	0	50	25	0	25	0	0	29	0	0	0
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	55	19	10	16	0	0	20	77	6	26
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	65	19	16	0	0	0	15	50	22	26
<b>TOTAL AMMAN</b>					<b>128</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>7</b>	<b>7</b>
AMSTERDAM	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	79	3	2	87	9	4	0	0	0	-1	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	79	3	0	86	5	9	0	0	0	7	0	0	0
	MANCHESTER	AIR TRANSAT	C	A	4	0	0	50	0	25	25	0	0	53	0	0	0
	MANCHESTER	AIR TRANSAT	C	D	4	0	0	25	25	25	25	0	0	30	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	262	0	1	80	11	6	2	0	0	8	77	10	239
	HEATHROW	BMI BRITISH MIDLAND	S	D	261	0	1	88	8	2	2	0	0	10	81	7	238
	HEATHROW	BRITISH AIRWAYS PLC	S	A	209	0	0	82	8	7	3	0	0	8	66	16	208
	HEATHROW	BRITISH AIRWAYS PLC	S	D	209	0	0	89	4	4	3	0	0	1	81	6	208
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	106	0	2	92	5	3	1	0	0	2	76	10	102
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	106	0	2	88	8	4	1	0	0	4	78	8	102
	GATWICK	CITY FLYER EXPRESS	S	A	122	0	0	70	24	5	1	0	0	11	63	11	8
	GATWICK	CITY FLYER EXPRESS	S	D	122	0	2	89	8	2	1	0	0	7	78	7	9
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	108	0	0	81	11	7	0	0	0	5	79	9	105

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					108	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
AMSTERDAM	BIRMINGHAM	DUO AIRWAYS LTD	S	D	108	0	0	89	6	3	3	0	0	7	85	8	106
	BIRMINGHAM	KLM	S	A	144	0	0	83	10	6	1	0	0	7	80	13	120
	BIRMINGHAM	KLM	S	D	142	1	0	82	12	3	3	0	0	9	73	17	120
	HEATHROW	KLM	S	A	247	0	1	78	10	9	2	1	0	9	72	10	245
	HEATHROW	KLM	S	D	247	0	1	84	10	4	2	0	0	6	76	9	244
	EDINBURGH	KLM UK LTD	S	A	93	0	0	82	14	3	1	0	0	6	0	0	0
	EDINBURGH	KLM UK LTD	S	D	93	0	0	72	20	8	0	0	0	14	0	0	0
	GLASGOW	KLM UK LTD	S	A	89	1	0	90	4	6	0	0	0	0	71	14	82
	GLASGOW	KLM UK LTD	S	D	89	0	0	72	21	6	1	0	0	10	51	26	86
	MANCHESTER	KLM UK LTD	S	A	129	0	0	80	11	7	2	1	0	9	82	6	119
	MANCHESTER	KLM UK LTD	S	D	129	0	0	78	15	4	2	1	0	10	73	9	120
	NEWCASTLE	KLM UK LTD	S	A	89	0	0	90	3	6	1	0	0	2	0	0	0
	NEWCASTLE	KLM UK LTD	S	D	89	0	0	88	6	6	1	0	0	6	0	0	0
	STANSTED	KLM UK LTD	S	A	171	0	0	76	17	6	1	0	0	6	77	6	115
	STANSTED	KLM UK LTD	S	D	170	0	0	74	12	12	2	0	0	11	81	7	116
	GLASGOW	LEISURE INTERNATIONAL	C	A	2	0	0	0	50	50	0	0	0	39	0	0	0
	GLASGOW	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	MARTINAIR HOLLAND	C	A	3	0	0	67	0	33	0	0	0	15	0	0	0
	GLASGOW	MARTINAIR HOLLAND	C	D	2	0	0	0	0	100	0	0	0	35	0	0	0
	LUTON	SCOT AIRWAYS	S	A	34	3	4	56	32	9	3	0	0	14	63	23	87
	LUTON	SCOT AIRWAYS	S	D	34	4	4	79	15	6	0	0	0	2	73	16	86
	MANCHESTER	SCOT AIRWAYS	S	A	38	0	4	11	47	42	0	0	0	28	21	25	38
	MANCHESTER	SCOT AIRWAYS	S	D	36	0	5	97	0	3	0	0	0	-3	100	-3	38
	GATWICK	TRANSAVIA	S	A	117	0	1	68	23	7	1	1	0	15	66	18	115
	GATWICK	TRANSAVIA	S	D	116	0	1	84	10	4	1	1	0	10	77	16	115
	HEATHROW	UNITED AIRLINES	S	A	26	0	0	58	27	15	0	0	0	16	27	37	30
	HEATHROW	UNITED AIRLINES	S	D	26	0	0	54	19	15	12	0	0	21	87	2	31
<b>TOTAL AMSTERDAM</b>					<b>4139</b>	<b>16</b>	<b>31</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>11</b>	<b>11</b>

ANCHORAGE

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ANTALYA																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	1	100	6	1	
	BIRMINGHAM	AIR 2000	C	D	3	0	1	67	33	0	0	0	0	5	100	5	1	
	GATWICK	AIR 2000	C	A	4	0	0	0	25	75	0	0	0	36	60	24	5	
	GATWICK	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	5	75	24	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	25	80	30	5	
	MANCHESTER	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	-13	75	4	4	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	25	0	50	25	0	0	54	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	25	25	0	0	44	0	0	0	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	6	0	0	33	17	50	0	0	0	26	0	21	1	
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	5	0	1	60	20	20	0	0	0	17	100	0	1	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-9	75	4	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-4	100	3	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-6	50	44	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	41	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-22	75	-2	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	75	8	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	0	0	50	0	109	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	13	0	0	77	23	0	0	0	0	0	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	13	0	0	15	38	38	8	0	0	32	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	0	100	0	0	97	0	73	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	0	50	0	0	58	67	20	6	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	27	20	39	5	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	1	33	67	0	0	0	0	11	60	14	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	0	0	20	0	79	25	36	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	83	67	33	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	0	20	0	62	20	49	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	63	75	0	4	
	GATWICK	ONUR AIR	C	A	4	0	0	25	25	25	25	0	0	41	0	0	0	
	GATWICK	ONUR AIR	C	D	3	0	0	33	33	33	0	0	0	27	0	0	0	
	MANCHESTER	ONUR AIR	C	A	3	0	0	0	33	33	33	0	0	42	0	0	0	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ANTALYA																		
	MANCHESTER	ONUR AIR	C	D	4	0	0	0	25	50	25	0	0	43	0	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-3	0	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	D	3	0	0	0	67	33	0	0	0	24	0	0	0	0
	GATWICK	SUNWAYS	C	A	5	0	0	60	0	0	20	20	0	71	75	3	4	4
	GATWICK	SUNWAYS	C	D	5	0	0	60	0	0	20	20	0	73	75	8	4	4
	GLASGOW	SUNWAYS	C	A	4	0	0	0	25	0	25	50	0	154	0	0	0	0
	GLASGOW	SUNWAYS	C	D	3	0	1	0	0	33	33	33	0	134	0	0	0	0
	MANCHESTER	SUNWAYS	C	A	4	0	0	75	25	0	0	0	0	-14	75	30	4	4
	MANCHESTER	SUNWAYS	C	D	4	0	0	50	50	0	0	0	0	19	67	53	3	3
	NEWCASTLE	SUNWAYS	C	A	4	0	0	100	0	0	0	0	0	-4	0	0	0	0
	NEWCASTLE	SUNWAYS	C	D	3	0	1	100	0	0	0	0	0	-3	0	0	0	0
<b>TOTAL ANTALYA</b>					<b>180</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>32</b>	<b>32</b>	<b>32</b>
ANTIGUA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	0	25	0	50	0	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	1	0	67	0	0	33	0	0	37	78	13	9	9
<b>TOTAL ANTIGUA</b>					<b>7</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>44</b>	<b>78</b>	<b>13</b>	<b>13</b>	<b>13</b>
ANTWERP																		
	GATWICK	CITY FLYER EXPRESS	S	A	85	0	3	91	5	2	2	0	0	2	68	17	85	85
	GATWICK	CITY FLYER EXPRESS	S	D	86	0	3	79	14	5	2	0	0	9	81	11	86	86
	HEATHROW	SABENA	S	A	50	0	0	82	10	8	0	0	0	7	80	11	46	46
	HEATHROW	SABENA	S	D	50	0	0	80	20	0	0	0	0	7	78	11	46	46
<b>TOTAL ANTWERP</b>					<b>271</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>13</b>	<b>13</b>	<b>13</b>
AQABA																		
<b>TOTAL AQABA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>35</b>
ARRECIFE																		
	BIRMINGHAM	AIR 2000	C	A	9	0	0	100	0	0	0	0	0	-3	100	1	4	4
	BIRMINGHAM	AIR 2000	C	D	9	0	0	100	0	0	0	0	0	1	100	6	4	4
	GATWICK	AIR 2000	C	A	9	0	0	22	33	44	0	0	0	27	50	57	8	8
	GATWICK	AIR 2000	C	D	9	0	0	78	11	11	0	0	0	13	75	50	8	8



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
ARRECIFE	GLASGOW	AIR 2000	C	A	4	1	1	50	25	0	25	0	0	29	100	-12	4	
	GLASGOW	AIR 2000	C	D	5	0	0	40	0	20	40	0	0	49	50	31	4	
	LUTON	AIR 2000	C	A	3	1	1	100	0	0	0	0	0	-18	100	-72	3	
	LUTON	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	14	50	15	4	
	MANCHESTER	AIR 2000	C	A	9	0	1	67	0	33	0	0	0	19	50	6	4	
	MANCHESTER	AIR 2000	C	D	10	0	0	70	0	20	10	0	0	16	50	15	4	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	2	0	0	0	
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	5	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	2	1	0	50	0	0	50	0	0	50	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	3	0	0	0	67	0	33	0	0	42	0	0	0	
	MANCHESTER	AIR EUROPA	C	A	13	0	0	46	15	15	15	8	0	36	0	0	0	
	MANCHESTER	AIR EUROPA	C	D	13	0	0	31	23	23	8	15	0	48	0	0	0	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	5	0	0	20	40	20	20	0	0	41	0	0	0	
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	5	0	0	0	60	40	0	0	0	29	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	80	8	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	100	0	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9	33	39	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	67	18	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-2	75	11	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	2	40	16	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-6	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	44	0	11	0	0	24	67	8	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	17	78	9	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	151	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	32	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	11	33	11	22	11	11	108	25	51	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	11	11	11	44	11	11	121	50	42	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	3	60	0	20	20	0	0	36	75	-4	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	3	0	0	60	20	20	0	76	50	32	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ARRECIFE																		
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	18	0	0	0	0
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	38	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	3	0	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	33	33	17	0	0	17	257	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	-5	0	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	16	0	0	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	20	0	20	60	0	49	0	0	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	20	0	20	60	0	56	0	0	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	1	0	0	50	50	0	60	0	0	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	0	0	100	0	0	48	0	0	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	100	0	0	48	0	0	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	5	0	0	20	20	60	0	0	29	0	0	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	1	50	0	50	0	0	27	50	13	4	4	4
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	20	40	40	0	0	30	75	14	4	4	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	44	22	11	22	0	34	25	34	4	4	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	80	0	20	0	0	12	50	12	4	4	4
	GATWICK	MONARCH AIRLINES	C	A	14	0	1	29	14	14	43	0	47	38	24	13	13	13
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	73	27	0	0	0	14	71	17	14	14	14
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	-4	50	5	4	4	4
	LUTON	MONARCH AIRLINES	C	D	4	1	1	75	25	0	0	0	10	75	9	4	4	4
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	50	25	25	0	0	19	67	26	12	12	12
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	70	20	10	0	0	9	83	24	12	12	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	0	50	143	63	28	8	8	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	25	90	86	6	7	7	7
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	14	75	110	4	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	10	75	124	4	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	46	38	66	13	13	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	38	58	69	12	12	12
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	1	1	25	50	25	0	0	24	0	73	4	4	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	60	50	19	4	4	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ARRECIFE	GATWICK	TRANSAER	C	A	3	0	0	0	0	33	67	0	0	88	33	28	3
	GATWICK	TRANSAER	C	D	3	0	0	67	33	0	0	0	0	17	100	2	3
<b>TOTAL ARRECIFE</b>					<b>385</b>	<b>5</b>	<b>20</b>	<b>53</b>	<b>15</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>62</b>	<b>25</b>	<b>25</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	4	0	0	75	0	0	25	0	0	18	0	0	0
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	4	0	0	50	25	25	0	0	0	23	0	0	0
	HEATHROW	TURKMENISTAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	-1	0	0	0
	HEATHROW	TURKMENISTAN AIRLINES	S	D	4	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL ASHKHABAD</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>110</b>	<b>110</b>
ASTURIAS																	
ASWAN	GATWICK	TRANSAER	C	A	4	0	0	25	0	0	75	0	0	62	0	0	0
	GATWICK	TRANSAER	C	D	4	0	0	0	75	0	25	0	0	38	0	0	0
<b>TOTAL ASWAN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>43</b>	<b>36</b>	<b>36</b>
ATHENS	GATWICK	AIR 2000	C	A	15	2	1	40	27	33	0	0	0	21	100	0	1
	GATWICK	AIR 2000	C	D	14	2	2	57	21	21	0	0	0	17	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	3	0	1	33	33	0	33	0	0	40	0	0	0
	GATWICK	AIR TRANSAT	C	A	3	0	0	67	0	33	0	0	0	-2	0	0	0
	GATWICK	AIR TRANSAT	C	D	2	1	0	100	0	0	0	0	0	-18	0	0	0
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	2	0	0	50	0	0	0	50	0	162	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	45	25	48	4
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	19	100	-2	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	83	20	40	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	29	32	13	26	0	0	34	35	36	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	39	26	19	16	0	0	32	68	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	55	26	13	6	0	0	19	52	18	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	13	6	2	0	0	5	75	8	61

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ATHENS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	24	67	44	3	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	1	67	0	33	0	0	0	16	67	56	3	
	GATWICK	MONARCH AIRLINES	C	A	21	0	0	43	14	24	19	0	0	28	61	21	18	
	GATWICK	MONARCH AIRLINES	C	D	20	0	1	55	15	10	20	0	0	29	56	28	18	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	39	100	-18	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	20	100	0	4	
	HEATHROW	OLYMPIC AIRWAYS	S	A	85	0	0	54	19	22	5	0	0	18	57	21	87	
	HEATHROW	OLYMPIC AIRWAYS	S	D	84	0	0	70	13	12	5	0	0	13	65	14	86	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	0	0	100	0	0	0	0	0	-11	96	-8	24	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	77	14	9	0	0	0	11	75	9	24	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	68	19	10	3	0	0	7	61	12	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	13	13	3	0	0	9	87	-4	31	
<b>TOTAL ATHENS</b>					<b>579</b>	<b>7</b>	<b>7</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>17</b>	<b>17</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	6	10	3	3	0	-4	84	-12	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	55	19	13	10	0	3	38	87	8	31	
	GATWICK	DELTA AIRLINES	S	A	62	0	0	73	16	5	6	0	0	-1	69	7	62	
	GATWICK	DELTA AIRLINES	S	D	62	0	0	85	11	3	0	0	0	8	94	5	62	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	61	13	19	6	0	0	10	74	-3	31	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	90	10	0	0	0	0	3	94	1	31	
<b>TOTAL ATLANTA</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>2</b>	<b>2</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	21	0	0	43	24	14	14	5	0	34	89	-2	18	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	21	0	0	67	29	0	5	0	0	13	56	18	18	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>8</b>	<b>8</b>	
AUGSBURG/MUELHAUSEN																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	36	0	0	67	14	14	0	3	3	57	63	22	40	
	HEATHROW	GULF AIR	S	D	26	2	1	85	8	4	4	0	0	9	71	12	48	
<b>TOTAL BAHRAIN</b>					<b>62</b>	<b>2</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>67</b>	<b>17</b>	<b>17</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	5	0	0	0	20	80	0	0	0	39	20	63	5	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	5	0	0	40	20	40	0	0	0	21	0	63	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	1	79	14	7	0	0	0	1	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	50	29	21	0	0	0	19	0	0	0	
<b>TOTAL BAKU</b>					<b>38</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>25</b>	<b>25</b>	
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	8	0	0	50	38	0	0	0	13	64	33	90	9	
	GATWICK	GARUDA INDONESIA	S	D	8	0	0	63	0	25	0	0	13	71	22	68	9	
<b>TOTAL BALI INTERNATIONAL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>28</b>	<b>79</b>	<b>79</b>	
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	2	83	10	0	3	3	0	-1	90	-10	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	2	72	17	3	7	0	0	17	97	2	31	
<b>TOTAL BALTIMORE</b>					<b>58</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>-4</b>	<b>-4</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	27	0	0	59	15	11	7	7	0	30	35	31	17	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	27	0	0	63	30	7	0	0	0	13	65	13	17	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>22</b>	<b>22</b>	
BANGKOK																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	0	40	0	0	61	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	11	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	15	0	0	0	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	31	0	0	42	29	26	3	0	0	23	45	30	31	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	31	0	0	42	39	6	6	6	0	38	39	33	31	
<b>TOTAL BANGKOK</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>32</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>26</b>	<b>26</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BANJUL																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	100	0	0	0	42	25	26	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	15	75	-1	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	2	25	0	25	50	0	78	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	1	40	0	20	40	0	38	0	0	0		
<b>TOTAL BANJUL</b>					<b>17</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>6</b>	<b>35</b>	<b>24</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>13</b>	<b>13</b>		
BARCELONA																		
	MANCHESTER	AIR 2000	C	A	3	1	0	100	0	0	0	0	5	0	0	0		
	MANCHESTER	AIR 2000	C	D	3	0	0	100	0	0	0	0	-3	0	0	0		
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	25	0	0	0	-5	0	0	0		
	NEWCASTLE	AIR 2000	C	D	3	0	1	100	0	0	0	0	-6	0	0	0		
	GATWICK	AIR EUROPA	S	A	27	0	0	52	22	11	15	0	19	0	0	0		
	GATWICK	AIR EUROPA	S	D	27	0	0	52	26	11	11	0	21	0	0	0		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	31	0	0	39	29	26	6	0	26	0	0	0		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	29	2	0	69	10	21	0	0	13	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	87	0	6	6	0	5	85	-5	27		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	6	0	0	6	81	12	27		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	74	18	5	2	0	7	85	4	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	84	11	2	3	0	6	78	12	93		
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	85	1	3	67	13	13	6	1	5	0	0	0		
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	86	1	2	79	7	8	5	1	14	0	0	0		
	HEATHROW	IBERIA	S	A	93	0	0	85	10	3	2	0	3	84	5	92		
	HEATHROW	IBERIA	S	D	93	0	0	89	4	3	3	0	3	88	2	93		
<b>TOTAL BARCELONA</b>					<b>741</b>	<b>7</b>	<b>8</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>6</b>	<b>6</b>		
BARRA																		
	GLASGOW	LOGANAIR	S	A	22	4	2	91	5	0	5	0	0	91	4	23		
	GLASGOW	LOGANAIR	S	D	24	2	2	96	0	0	4	0	3	96	1	25		
<b>TOTAL BARRA</b>					<b>46</b>	<b>6</b>	<b>4</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>2</b>	<b>2</b>		
BASLE MULHOUSE																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						MATCHED	Plan (8)											
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	55	27	13	5	0	0	17	60	12	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	16	3	2	0	0	6	78	7	58	
	HEATHROW	SWISS AIRLINES	S	A	67	0	0	81	9	7	3	0	0	7	73	12	62	
	HEATHROW	SWISS AIRLINES	S	D	67	0	0	73	19	4	3	0	0	8	63	16	62	
	MANCHESTER	SWISS AIRLINES	S	A	50	0	0	68	24	8	0	0	0	11	100	2	5	
	MANCHESTER	SWISS AIRLINES	S	D	49	1	0	88	10	2	0	0	0	5	100	-1	5	
<b>TOTAL BASLE MULHOUSE</b>					<b>357</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>12</b>	<b>12</b>	
BASTIA																		
<b>TOTAL BASTIA</b>					<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>24</b>	<b>24</b>	
BEAUVAIS																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	25	0	0	0	-2	56	35	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	-1	67	25	9	
<b>TOTAL BEAUVAIS</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>62</b>	<b>30</b>	<b>30</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	9	0	0	67	11	11	11	0	0	11	11	80	9	
	HEATHROW	AIR CHINA	S	D	9	0	0	44	11	44	0	0	0	26	56	38	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	80	10	10	0	0	0	10	33	35	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	100	0	0	0	0	0	1	100	0	8	
<b>TOTAL BEIJING</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>49</b>	<b>39</b>	<b>39</b>	
BEIRUT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	1	0	100	0	0	0	0	0	7	100	-24	4	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	3	0	0	100	0	0	0	0	0	-1	50	28	4	
	HEATHROW	MEA	S	A	18	0	0	44	28	28	0	0	0	19	78	5	18	
	HEATHROW	MEA	S	D	18	0	0	56	28	11	6	0	0	18	24	29	17	
<b>TOTAL BEIRUT</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>14</b>	<b>14</b>	
BELFAST CITY																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	77	0	0	92	4	1	3	0	0	3	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BELFAST CITY																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	76	0	0	99	1	0	0	0	0	5	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	86	2	1	93	1	3	1	1	0	5	95	1	80
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	85	1	0	88	6	2	2	1	0	7	95	2	80
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	28	3	3	75	14	7	4	0	0	8	93	2	28
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	30	1	1	87	10	3	0	0	0	5	93	-1	28
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	114	3	0	89	11	0	0	0	0	4	87	5	141
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	115	2	0	97	2	1	0	0	0	0	91	0	141
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	111	1	1	97	0	2	1	0	0	1	97	-2	106
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	112	0	0	93	4	4	0	0	0	5	96	3	79
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	133	0	0	88	9	3	0	0	0	2	89	1	124
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	129	0	0	91	5	4	0	0	0	6	94	3	124
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	83	0	0	100	0	0	0	0	0	-6	95	-1	111
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	83	0	0	99	1	0	0	0	0	0	94	1	111
	NEWCASTLE	GILL AIRWAYS	S	A	106	1	2	66	17	9	7	1	0	17	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	109	1	1	76	9	7	6	2	0	15	0	0	0
<b>TOTAL BELFAST CITY</b>					<b>1477</b>	<b>16</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>1</b>	<b>1</b>
BELFAST INTERNATIONAL																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	0	82	10	3	4	1	0	12	84	8	243
	HEATHROW	BMI BRITISH MIDLAND	S	D	244	0	0	90	3	3	3	0	0	4	92	1	242
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	0	81	11	6	2	1	0	11	81	10	185
	HEATHROW	BRITISH AIRWAYS PLC	S	D	186	0	0	90	6	2	2	0	0	3	89	2	185
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	112	0	0	84	11	2	4	0	0	4	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	112	0	0	97	0	3	0	0	0	-1	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	111	0	1	90	5	1	5	0	0	7	95	-1	111
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	112	0	0	86	7	4	3	0	0	8	95	3	111
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	65	0	0	97	3	0	0	0	0	-6	0	0	0
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	63	0	1	98	2	0	0	0	0	-3	0	0	0
	GLASGOW	LOGANAIR	S	A	112	0	0	89	5	4	1	0	0	4	93	0	120
	GLASGOW	LOGANAIR	S	D	113	0	0	90	4	4	3	0	0	5	94	2	119
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1660</b>	<b>2</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>5</b>



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BELGRADE																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	100	0	0	0	0	0	-15	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	85	8	8	0	0	0	8	0	0	0	
	HEATHROW	JATAIRWAYS	S	A	21	0	0	76	5	0	10	10	0	22	83	5	23	
	HEATHROW	JATAIRWAYS	S	D	21	0	0	76	5	0	10	10	0	30	61	10	23	
<b>TOTAL BELGRADE</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>8</b>	<b>8</b>	
BENBECULA																		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	23	0	0	87	13	0	0	0	0	3	77	6	26	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	23	0	0	91	9	0	0	0	0	0	88	5	26	
	GLASGOW	LOGANAIR	S	A	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	GLASGOW	LOGANAIR	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
<b>TOTAL BENBECULA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>6</b>	<b>6</b>	
BERGEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	97	0	0	3	0	0	4	35	27	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	81	10	3	6	0	0	10	81	11	31	
	GATWICK	BRAATHENS ASA	S	A	31	0	0	74	26	0	0	0	0	10	97	2	31	
	GATWICK	BRAATHENS ASA	S	D	31	0	0	45	48	6	0	0	0	17	77	4	31	
	NEWCASTLE	BRAATHENS ASA	S	A	27	0	0	89	11	0	0	0	0	3	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	D	27	0	0	89	11	0	0	0	0	2	0	0	0	
<b>TOTAL BERGEN</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>11</b>	
BERLIN (SCHONEFELD)																		
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	77	16	6	2	0	0	8	76	14	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	90	7	3	0	0	0	3	87	6	120	
	GATWICK	DEUTSCHE BA	S	A	65	0	0	66	28	6	0	0	0	12	0	0	0	
	GATWICK	DEUTSCHE BA	S	D	65	0	0	62	22	9	8	0	0	17	0	0	0	
	HEATHROW	LUFTHANSA	S	A	62	0	0	58	26	15	2	0	0	15	68	14	62	
	HEATHROW	LUFTHANSA	S	D	62	0	0	97	2	0	2	0	0	-3	95	0	62	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BERLIN (TEGEL)																	
<b>TOTAL BERLIN (TEGEL)</b>					<b>502</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>9</b>
BERMUDA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	82	0	0	18	0	0	3	92	-9	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	67	17	0	6	11	0	37	92	5	13
<b>TOTAL BERMUDA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>92</b>	<b>-2</b>	<b>-2</b>
BILBAO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	3	3	0	0	2	84	1	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	2	94	4	31
	HEATHROW	IBERIA	S	A	31	0	0	97	0	3	0	0	0	-1	90	4	31
	HEATHROW	IBERIA	S	D	31	0	0	90	3	3	3	0	0	-2	94	5	31
<b>TOTAL BILBAO</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>4</b>	<b>4</b>
BILLUND																	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	2	100	0	0	0	0	0	5	56	168	9
	GATWICK	MAERSK AIR	S	A	85	0	0	55	33	11	1	0	0	16	55	18	62
	GATWICK	MAERSK AIR	S	D	85	0	0	75	13	11	1	0	0	11	69	15	62
	STANSTED	MAERSK AIR	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	MAERSK AIR	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-13	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	NEWAIR AIR SERVICE	S	A	49	0	1	88	10	2	0	0	0	4	73	7	49
	BIRMINGHAM	NEWAIR AIR SERVICE	S	D	49	0	1	88	8	4	0	0	0	2	80	9	49
	MANCHESTER	NEWAIR AIR SERVICE	S	A	49	0	1	78	12	8	2	0	0	10	63	18	49
	MANCHESTER	NEWAIR AIR SERVICE	S	D	49	0	1	86	8	2	2	0	2	7	88	4	49
<b>TOTAL BILLUND</b>					<b>386</b>	<b>1</b>	<b>6</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>19</b>	<b>19</b>
BIRMINGHAM																	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	73	0	0	97	1	1	0	0	0	1	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	45	0	1	93	4	2	0	0	0	6	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	189	0	4	87	10	2	2	0	0	8	86	8	123
	GLASGOW	BRITISH AIRWAYS PLC	S	D	209	0	2	96	3	1	0	0	0	0	93	1	179

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
BIRMINGHAM																		
	NEWCASTLE	DUO AIRWAYS LTD	S	A	91	0	1	91	3	1	4	0	0	6	0	0	0	
	NEWCASTLE	DUO AIRWAYS LTD	S	D	90	0	2	94	0	3	2	0	0	2	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-10	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	1	1	100	0	0	0	0	0	-5	0	0	0	
<b>TOTAL BIRMINGHAM</b>					<b>702</b>	<b>3</b>	<b>11</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>4</b>	<b>4</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	24	25	43	4	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	C	D	3	0	0	33	67	0	0	0	0	16	67	8	3	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>28</b>	<b>28</b>	
BOGOTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	0	0	13	0	5	89	-3	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	63	38	0	0	0	0	12	56	14	9	
<b>TOTAL BOGOTA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>5</b>	<b>5</b>	
BOLOGNA																		
	GATWICK	ALITALIA	S	A	31	0	0	58	32	10	0	0	0	14	71	32	31	
	GATWICK	ALITALIA	S	D	31	0	0	71	19	10	0	0	0	10	48	26	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	19	0	3	0	0	7	39	36	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	97	3	0	0	0	0	4	97	1	31	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	9	0	0	11	11	56	22	0	0	59	0	48	6	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	9	0	0	44	11	22	11	11	0	44	57	47	7	
<b>TOTAL BOLOGNA</b>					<b>143</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>26</b>	<b>26</b>	
BORDEAUX																		
	HEATHROW	AIR INTER EUROPE	S	A	25	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	AIR INTER EUROPE	S	D	25	0	0	100	0	0	0	0	0	-5	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	54	0	0	78	15	6	2	0	0	5	75	8	59	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	53	0	0	81	13	4	2	0	0	10	83	9	58	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BORDEAUX																	
<b>TOTAL BORDEAUX</b>					<b>161</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>5</b>	<b>5</b>
BOSTON																	
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	71	21	5	3	0	0	7	73	14	62
	HEATHROW	AMERICAN AIRLINES	S	D	61	1	0	90	7	2	2	0	0	5	97	2	62
	GLASGOW	BRITISH AIRWAYS PLC	S	A	22	1	1	77	14	9	0	0	0	-5	83	-7	23
	GLASGOW	BRITISH AIRWAYS PLC	S	D	22	0	1	86	0	9	0	5	0	21	83	30	23
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	1	0	84	7	10	0	0	0	-10	87	1	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	92	5	3	0	0	0	2	76	9	62
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	70	10	10	7	3	0	14	81	31	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	77	7	17	0	0	0	11	84	26	31
<b>TOTAL BOSTON</b>					<b>349</b>	<b>4</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>15</b>	<b>15</b>
BOURNEMOUTH																	
	MANCHESTER	FLIGHTLINE LTD	C	D	2	0	0	50	0	0	50	0	0	50	0	0	0
<b>TOTAL BOURNEMOUTH</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRAUNSCHWEIG																	
BREMEN																	
	GATWICK	DEUTSCHE BA	S	A	92	0	1	80	16	3	0	0	0	7	78	7	9
	GATWICK	DEUTSCHE BA	S	D	92	0	0	90	8	2	0	0	0	5	100	3	9
	HEATHROW	LUFTHANSA	S	A	31	0	0	39	29	29	3	0	0	20	48	20	31
	HEATHROW	LUFTHANSA	S	D	30	0	1	87	7	3	3	0	0	9	71	11	31
<b>TOTAL BREMEN</b>					<b>245</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>11</b>	<b>11</b>
BREST																	
	GATWICK	BRIT AIR	S	A	30	0	1	87	7	3	3	0	0	9	87	10	31
	GATWICK	BRIT AIR	S	D	30	0	1	93	0	7	0	0	0	5	97	2	30
<b>TOTAL BREST</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>6</b>	<b>6</b>
BRIDGETOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-22	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
BRIDGETOWN																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	307	100	-13	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	29	100	1	2	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	0	0	11	0	24	78	6	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	33	22	33	0	11	0	48	63	21	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	0	75	0	0	73	44	24	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	0	25	25	163	40	27	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	75	0	25	0	129	100	8	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	3	60	15	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	20	60	15	5	
<b>TOTAL BRIDGETOWN</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>9</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>60</b>	<b>68</b>	<b>14</b>	<b>14</b>	
BRINDISI																		
BRISBANE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	73	7	7	7	0	7	39	52	21	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	8	0	0	0	6	76	9	21	
<b>TOTAL BRISBANE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>24</b>	<b>64</b>	<b>16</b>	<b>16</b>	
BRISTOL																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	108	0	0	91	7	2	0	0	0	2	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	108	0	0	88	10	2	0	0	0	7	0	0	0	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	139	0	0	91	7	2	0	0	0	4	89	8	103	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	139	0	0	93	5	2	0	0	0	3	89	7	100	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	50	0	0	90	6	2	2	0	0	3	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	0	0	92	2	2	4	0	0	2	0	0	0	
<b>TOTAL BRISTOL</b>					<b>594</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>8</b>	<b>8</b>	
BRNO (TURANY)																		
BRUSSELS																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BRUSSELS																		
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	73	0	0	77	16	7	0	0	0	7	81	12	70	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	72	0	1	88	11	1	0	0	0	5	89	10	71	
	HEATHROW	BMI BRITISH MIDLAND	S	A	187	0	3	71	19	9	1	1	0	12	71	13	198	
	HEATHROW	BMI BRITISH MIDLAND	S	D	187	0	3	87	11	1	2	0	0	4	81	7	200	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	99	0	1	78	17	4	1	0	0	9	84	9	109	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	99	0	1	87	10	2	1	0	0	5	92	2	108	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	54	0	0	81	13	6	0	0	0	9	58	27	53	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	54	0	0	89	11	0	0	0	0	3	89	14	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	0	78	15	5	2	0	0	9	73	12	199	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	88	8	2	2	0	0	4	86	9	200	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	49	0	1	86	6	6	2	0	0	8	77	7	48	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	48	1	2	69	15	17	0	0	0	11	76	17	49	
	STANSTED	KLM UK LTD	S	A	104	0	0	82	14	4	0	0	0	3	63	12	91	
	STANSTED	KLM UK LTD	S	D	104	0	0	84	13	4	0	0	0	6	82	9	93	
	EDINBURGH	SABENA	S	A	57	0	1	82	18	0	0	0	0	5	0	0	0	
	EDINBURGH	SABENA	S	D	56	0	2	54	34	13	0	0	0	17	0	0	0	
	GLASGOW	SABENA	S	A	58	0	0	81	16	3	0	0	0	5	84	8	56	
	GLASGOW	SABENA	S	D	58	0	0	74	14	10	2	0	0	12	69	14	55	
	HEATHROW	SABENA	S	A	257	0	2	82	11	5	2	0	0	7	72	12	226	
	HEATHROW	SABENA	S	D	256	0	3	89	8	1	2	0	0	3	81	11	225	
	MANCHESTER	SABENA	S	A	43	0	2	81	16	2	0	0	0	7	52	24	27	
	MANCHESTER	SABENA	S	D	54	0	0	83	15	2	0	0	0	6	77	17	31	
	NEWCASTLE	SABENA	S	A	107	0	1	88	7	4	1	0	0	1	0	0	0	
	NEWCASTLE	SABENA	S	D	106	0	2	85	9	3	1	2	0	8	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	26	0	0	96	0	4	0	0	0	-2	0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	26	0	0	62	27	4	8	0	0	16	0	0	0	
<b>TOTAL BRUSSELS</b>					<b>2574</b>	<b>1</b>	<b>25</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>11</b>	

BUCHAREST (BANEASA)

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
BUCHAREST (OTOPENI)																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	27	0	0	59	26	11	4	0	0	14	85	5	13
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	27	0	0	74	22	4	0	0	0	10	85	9	13
	HEATHROW	TAROM	S	A	31	1	1	77	10	6	3	3	0	10	85	7	39
	HEATHROW	TAROM	S	D	31	0	0	90	3	0	6	0	0	12	79	13	39
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>116</b>	<b>1</b>	<b>3</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>12</b>	<b>12</b>
BUDAPEST																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	8	2	3	0	0	3	76	8	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	8	6	3	0	0	8	82	8	62
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	71	19	6	3	0	0	9	73	7	62
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	89	6	3	2	0	0	4	92	2	61
	NEWCASTLE	MALEV (HUNGARIAN AIRLINES)	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0
	NEWCASTLE	MALEV (HUNGARIAN AIRLINES)	C	D	2	0	0	50	0	0	0	0	50	471	0	0	0
<b>TOTAL BUDAPEST</b>					<b>259</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>6</b>	<b>6</b>
BUENOS AIRES																	
	HEATHROW	AEROLINEAS ARGENTINAS	S	A	14	0	0	14	14	43	29	0	0	51	33	28	9
	HEATHROW	AEROLINEAS ARGENTINAS	S	D	14	0	0	79	14	0	7	0	0	2	78	14	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	0	0	8	75	100	-9	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	8	0	0	13	71	12	14
<b>TOTAL BUENOS AIRES</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>73</b>	<b>10</b>	<b>10</b>
BURGAS																	
<b>TOTAL BURGAS</b>					<b>3</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-10</b>	<b>45</b>	<b>22</b>	<b>22</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
CAGLIARI (ELMAS)																		
	GATWICK	MERIDIANA AIR	S	A	31	0	0	45	32	23	0	0	0	22	0	0	0	
	GATWICK	MERIDIANA AIR	S	D	31	0	0	48	39	3	10	0	0	19	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>34</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	13	13	3	3	0	18	90	-4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	13	3	3	0	0	8	77	8	31	
	HEATHROW	EGYPT AIR	S	A	31	0	0	23	13	32	32	0	0	52	65	15	31	
	HEATHROW	EGYPT AIR	S	D	31	0	0	6	26	32	35	0	0	57	23	30	31	
<b>TOTAL CAIRO</b>					<b>124</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>16</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>14</b>	<b>14</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	11	0	0	11	113	13	45	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	0	0	0	11	146	56	21	9	
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>130</b>	<b>35</b>	<b>32</b>	<b>32</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	13	0	0	92	0	8	0	0	0	-4	64	10	11	
	HEATHROW	AIR CANADA	S	D	13	0	0	92	8	0	0	0	0	0	87	0	15	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	3	0	0	100	0	0	0	0	0	-22	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	3	0	0	100	0	0	0	0	0	-4	0	0	0	
<b>TOTAL CALGARY</b>					<b>32</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>78</b>	<b>5</b>	<b>5</b>	
CALVI																		
	GATWICK	KLM UK LTD	C	A	2	0	0	50	50	0	0	0	0	19	0	0	0	
	GATWICK	KLM UK LTD	C	D	2	0	0	100	0	0	0	0	0	13	0	0	0	
<b>TOTAL CALVI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>23</b>	<b>23</b>	
CAMAGUEY																		
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	65	0	39	2	
<b>TOTAL CAMAGUEY</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>39</b>	<b>39</b>	
CAMBRIDGE																		
	LUTON	SCOT AIRWAYS	S	A	19	2	5	89	11	0	0	0	0	7	0	0	0	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
CAMBRIDGE																		
	LUTON	SCOT AIRWAYS	S	D	18	2	5	56	17	28	0	0	0	15	0	0	0	
	MANCHESTER	SCOT AIRWAYS	S	A	43	0	0	93	7	0	0	0	3	93	5	43		
	MANCHESTER	SCOT AIRWAYS	S	D	43	1	1	77	23	0	0	0	3	71	5	45		
<b>TOTAL CAMBRIDGE</b>					<b>123</b>	<b>5</b>	<b>11</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>5</b>	<b>5</b>		
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	46	0	0	72	13	11	4	0	12	80	6	25		
	GLASGOW	LOGANAIR	S	D	23	0	0	78	4	9	9	0	14	92	7	24		
<b>TOTAL CAMPBELTOWN</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>7</b>		
CANCUN																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	-6	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	16	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	33	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	42	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	1	1	75	0	0	25	0	1	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	32	0	0	0		
<b>TOTAL CANCUN</b>					<b>28</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>18</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>22</b>	<b>22</b>		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	56	17	11	17	0	20	79	7	14		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	67	22	11	0	0	12	46	17	13		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	13	0	0	54	23	23	0	0	18	75	0	8		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	12	0	1	83	17	0	0	0	5	67	21	9		
<b>TOTAL CAPE TOWN</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>11</b>	<b>11</b>		
CARACAS																		
	HEATHROW	VIASA	S	A	5	0	1	40	0	0	20	40	0	103	33	44	9	
	HEATHROW	VIASA	S	D	5	0	1	40	0	0	20	40	0	114	11	51	9	
<b>TOTAL CARACAS</b>					<b>10</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>109</b>	<b>22</b>	<b>48</b>	<b>48</b>	
CARDIFF WALES																		
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	-6	0	0	0		
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	33	0	0	21	0	0	0		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
CARDIFF WALES																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	66	0	3	77	18	3	2	0	0	6	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	69	1	0	93	3	4	0	0	0	7	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	66	0	3	89	5	6	0	0	0	3	86	5	66	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	67	0	2	90	4	6	0	0	0	3	88	7	64	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	42	2	0	10	52	31	7	0	0	34	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	44	0	0	91	2	2	5	0	0	1	0	0	0	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	45	0	1	69	29	2	0	0	0	11	0	0	0	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	46	0	0	89	11	0	0	0	0	4	0	0	0	
<b>TOTAL CARDIFF WALES</b>					<b>452</b>	<b>3</b>	<b>9</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	<b>6</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	61	23	10	6	0	0	16	52	39	21	
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	68	16	6	6	3	0	21	59	38	22	
	HEATHROW	ROYAL AIR MAROC	S	A	26	0	0	38	27	23	12	0	0	25	81	7	27	
	HEATHROW	ROYAL AIR MAROC	S	D	26	0	0	77	12	8	4	0	0	8	76	12	25	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>23</b>	<b>23</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	ALITALIA	S	A	31	0	0	65	32	3	0	0	0	7	48	26	31	
	GATWICK	ALITALIA	S	D	31	0	0	68	19	10	3	0	0	15	68	29	31	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	25	0	0	0	17	33	28	3	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	4	67	12	3	
	GATWICK	MONARCH AIRLINES	C	A	5	0	1	0	20	60	20	0	0	44	0	80	2	
	GATWICK	MONARCH AIRLINES	C	D	5	0	1	20	60	20	0	0	0	24	0	38	2	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>80</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>26</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>27</b>	<b>27</b>	
CHANIA																		
	GATWICK	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	31	0	40	5	
	GATWICK	AIR 2000	C	D	4	0	1	25	25	25	25	0	0	51	75	7	4	
	MANCHESTER	AIR 2000	C	A	5	0	0	60	20	20	0	0	0	11	80	12	5	
	MANCHESTER	AIR 2000	C	D	4	0	1	100	0	0	0	0	0	0	50	24	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	67	0	0	0	17	17	151	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CHANIA																	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	50	0	33	0	17	0	74	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	100	0	0	0	51	25	36	8
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	0	23	38	22	8
<b>TOTAL CHANIA</b>					<b>38</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>13</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>51</b>	<b>46</b>	<b>34</b>	<b>34</b>
CHARLOTTE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	71	13	13	0	0	3	32	81	1	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	61	32	6	0	0	0	13	90	4	31
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>85</b>	<b>3</b>	<b>3</b>
CHICAGO (O'HARE)																	
	BIRMINGHAM	AMERICAN AIRLINES	S	A	31	0	0	71	10	0	19	0	0	14	97	-23	31
	BIRMINGHAM	AMERICAN AIRLINES	S	D	31	0	0	87	10	0	3	0	0	7	100	0	31
	HEATHROW	AMERICAN AIRLINES	S	A	93	0	0	62	14	11	12	1	0	23	77	1	93
	HEATHROW	AMERICAN AIRLINES	S	D	92	0	1	86	11	2	1	0	0	6	78	9	93
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	58	13	10	19	0	0	24	85	-5	61
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	74	3	13	10	0	0	16	92	5	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	84	0	7	3	3	2	8	87	9	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	81	14	4	0	0	2	14	66	15	59
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	71	10	3	16	0	0	18	61	46	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	94	6	0	0	0	0	2	77	9	31
<b>TOTAL CHICAGO (O'HARE)</b>					<b>486</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>5</b>	<b>5</b>
CINCINNATI																	
	GATWICK	DELTA AIRLINES	S	A	31	0	0	68	13	13	6	0	0	5	68	12	31
	GATWICK	DELTA AIRLINES	S	D	31	0	0	90	6	3	0	0	0	6	90	4	31
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>8</b>	<b>8</b>
CITY OF DERRY (EGLINTON)																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	97	0	0	3	0	0	-8	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	94	3	0	3	0	0	-1	0	0	0

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CITY OF DERRY (EGLINTON)																	
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	18	0	1	94	6	0	0	0	0	-2	0	0	0
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	19	0	0	95	5	0	0	0	0	1	0	0	0
	GLASGOW	LOGANAIR	S	A	30	0	0	100	0	0	0	0	0	-6	94	-5	31
	GLASGOW	LOGANAIR	S	D	30	0	0	97	0	3	0	0	0	0	81	14	31
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>158</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>87</b>	<b>2</b>	<b>2</b>
CLERMONT FERRAND																	
<b>TOTAL CLERMONT FERRAND</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE (BONN)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	76	12	9	3	0	0	9	79	9	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	86	9	2	3	0	0	9	88	15	58
	GATWICK	CITY FLYER EXPRESS	S	A	80	0	2	69	29	3	0	0	0	10	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	79	0	3	80	11	8	1	0	0	10	0	0	0
	HEATHROW	LUFTHANSA	S	A	38	0	0	92	5	3	0	0	0	5	82	13	44
	HEATHROW	LUFTHANSA	S	D	38	0	0	95	3	3	0	0	0	1	95	-2	42
<b>TOTAL COLOGNE (BONN)</b>					<b>352</b>	<b>3</b>	<b>7</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>9</b>
COLOMBO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	-5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	0	0	11	11	0	33	100	0	1
	HEATHROW	SRILANKAN AIRLINES	S	A	18	0	0	61	17	11	11	0	0	23	56	34	16
	HEATHROW	SRILANKAN AIRLINES	S	D	18	0	0	78	6	11	6	0	0	15	50	16	18
<b>TOTAL COLOMBO</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>21</b>	<b>21</b>
CONNAUGHT																	
	BIRMINGHAM	AER LINGUS	S	A	4	0	0	100	0	0	0	0	0	-9	0	0	0
	BIRMINGHAM	AER LINGUS	S	D	4	0	0	50	25	0	25	0	0	35	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	16	0	0	75	6	6	13	0	0	10	89	-1	18
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	16	0	0	69	6	13	13	0	0	18	89	7	18
	STANSTED	RYANAIR	S	A	58	1	0	93	2	0	5	0	0	-2	85	3	41
	STANSTED	RYANAIR	S	D	59	0	0	90	7	0	3	0	0	8	80	12	44
<b>TOTAL CONNAUGHT</b>					<b>157</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>6</b>

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
COPENHAGEN	EDINBURGH	BMI BRITISH MIDLAND	S	A	27	0	0	85	7	7	0	0	0	3	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	27	0	0	81	15	4	0	0	0	9	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	S	A	54	0	0	91	4	6	0	0	0	-2	91	2	53
	GLASGOW	BMI BRITISH MIDLAND	S	D	54	0	0	89	7	4	0	0	0	3	98	1	53
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	71	16	11	2	0	0	12	62	14	61
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	74	19	6	0	0	0	10	77	10	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	78	13	7	3	0	0	9	71	12	118
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	91	3	4	3	0	0	4	90	2	118
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	56	0	2	88	7	2	2	2	0	5	0	0	0
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	58	0	1	71	14	9	3	3	0	22	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	3	100	0	0	0	0	0	-2	38	55	8
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	48	0	2	65	31	2	2	0	0	16	59	15	49
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	49	0	1	86	10	2	2	0	0	8	90	6	49
	STANSTED	KLM UK LTD	S	A	57	0	2	77	7	12	4	0	0	9	89	-9	53
	STANSTED	KLM UK LTD	S	D	58	0	1	60	26	10	3	0	0	16	75	7	53
	GATWICK	MAERSK AIR	S	A	27	0	0	74	22	4	0	0	0	11	37	27	27
	GATWICK	MAERSK AIR	S	D	27	0	0	63	26	11	0	0	0	14	88	6	26
	STANSTED	MAERSK AIR	C	A	6	0	0	83	0	17	0	0	0	11	0	0	0
	STANSTED	MAERSK AIR	C	D	6	0	0	83	0	17	0	0	0	10	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	16	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	56	11	0	33	0	0	31	33	28	9
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	44	11	0	44	0	0	44	22	30	9
	HEATHROW	SAS	S	A	152	0	0	61	20	13	6	0	0	18	62	13	151
	HEATHROW	SAS	S	D	155	0	1	75	14	9	3	0	0	8	89	4	155
	MANCHESTER	SAS	S	A	85	0	0	88	6	6	0	0	0	3	71	14	85
	MANCHESTER	SAS	S	D	58	0	0	90	9	2	0	0	0	4	85	6	84
	NEWCASTLE	SAS	S	A	58	0	0	88	5	3	3	0	0	7	0	0	0
	NEWCASTLE	SAS	S	D	57	0	1	93	4	0	4	0	0	-2	0	0	0

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
COPENHAGEN	HEATHROW	VARIG	S	A	13	0	0	54	38	8	0	0	0	11	46	29	13	
	HEATHROW	VARIG	S	D	13	0	0	54	31	15	0	0	0	16	8	66	13	
<b>TOTAL COPENHAGEN</b>					<b>1538</b>	<b>4</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>9</b>	<b>9</b>	
CORFU	BIRMINGHAM	AIR 2000	C	A	7	1	1	100	0	0	0	0	0	-42	100	-23	9	
	BIRMINGHAM	AIR 2000	C	D	6	0	1	100	0	0	0	0	0	-4	75	5	8	
	GATWICK	AIR 2000	C	A	12	0	0	50	25	17	8	0	0	16	83	-8	18	
	GATWICK	AIR 2000	C	D	11	0	1	55	0	36	9	0	0	28	73	29	15	
	GLASGOW	AIR 2000	C	A	8	0	0	88	0	13	0	0	0	-4	88	-29	8	
	GLASGOW	AIR 2000	C	D	5	0	2	80	20	0	0	0	0	-2	83	1	6	
	MANCHESTER	AIR 2000	C	A	15	1	0	67	13	0	20	0	0	17	70	-3	20	
	MANCHESTER	AIR 2000	C	D	14	0	2	64	14	7	14	0	0	23	65	17	20	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-21	0	0	0	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	-4	0	0	0	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	3	0	0	0	33	33	0	33	0	91	67	10	3	
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	2	1	0	50	50	0	0	0	0	22	100	-1	2	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	-7	79	2	14	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	7	1	0	86	0	14	0	0	0	8	73	18	11	
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	100	0	0	0	0	0	-2	70	6	23	
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	1	90	10	0	0	0	0	0	76	6	21	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	12	75	6	4	
	LUTON	BRITANNIA AIRWAYS	C	A	7	1	2	100	0	0	0	0	0	-11	100	-4	9	
	LUTON	BRITANNIA AIRWAYS	C	D	5	2	3	100	0	0	0	0	0	-2	100	4	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	85	8	8	0	0	0	-7	90	-16	21	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	90	0	0	10	0	0	8	78	6	18	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-15	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-4	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	40	0	0	44	100	-27	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	-4	3	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	25	25	50	0	0	80	67	11	9	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CORFU	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	0	50	0	0	58	71	19	7
	STANSTED	LEISURE INTERNATIONAL	C	A	3	0	0	67	0	0	33	0	0	28	100	-37	2
	STANSTED	LEISURE INTERNATIONAL	C	D	2	1	0	50	50	0	0	0	0	16	100	-6	1
	GATWICK	MONARCH AIRLINES	C	A	12	0	1	58	17	17	8	0	0	13	90	-6	10
	GATWICK	MONARCH AIRLINES	C	D	10	0	1	60	30	10	0	0	0	12	89	3	9
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	67	33	0	0	0	0	6	67	25	3
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	63	25	13	0	0	0	13	100	-14	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	1	40	39	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	-2	25	60	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	0	13	13	13	13	116	60	23	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	1	67	0	17	17	0	0	22	57	21	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	0	25	63	0	13	125	50	45	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	1	0	0	50	50	0	0	70	67	30	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	9	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	27	0	0	0
<b>TOTAL CORFU</b>					<b>282</b>	<b>9</b>	<b>19</b>	<b>69</b>	<b>11</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>74</b>	<b>8</b>	<b>8</b>
CORK	BIRMINGHAM	AER LINGUS	S	A	33	0	1	85	0	9	3	3	0	15	85	3	27
	BIRMINGHAM	AER LINGUS	S	D	52	0	1	81	12	2	4	2	0	15	93	5	42
	HEATHROW	AER LINGUS	S	A	115	0	0	76	18	3	3	1	0	14	75	16	111
	HEATHROW	AER LINGUS	S	D	115	0	0	90	5	1	1	3	0	10	77	14	110
	MANCHESTER	AER LINGUS	C	A	2	0	0	100	0	0	0	0	0	-4	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	68	0	1	93	3	3	1	0	0	5	75	11	57
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	68	1	1	97	0	0	3	0	0	1	88	2	57
	GATWICK	CITY FLYER EXPRESS	S	A	69	1	1	91	3	6	0	0	0	0	74	13	35
	GATWICK	CITY FLYER EXPRESS	S	D	70	0	0	69	13	13	6	0	0	16	83	6	35
	STANSTED	RYANAIR	S	A	121	3	1	88	6	2	5	0	0	1	87	1	75
	STANSTED	RYANAIR	S	D	118	3	1	92	3	1	4	0	0	8	80	7	75
<b>TOTAL CORK</b>					<b>834</b>	<b>8</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
DACCA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	18	0	3	39	11	11	22	11	6	70	11	123	18
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	18	0	4	44	22	22	6	6	0	39	50	60	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	89	6	0	6	0	0	3	59	26	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	56	11	28	6	0	0	21	29	29	17
<b>TOTAL DACCA</b>					<b>72</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>13</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>33</b>	<b>37</b>	<b>60</b>	<b>60</b>
DALAMAN	BIRMINGHAM	AIR 2000	C	A	9	0	0	78	0	22	0	0	0	5	78	-10	9
	BIRMINGHAM	AIR 2000	C	D	8	0	1	63	13	13	13	0	0	14	75	2	8
	GATWICK	AIR 2000	C	A	14	0	0	50	7	29	14	0	0	32	71	10	14
	GATWICK	AIR 2000	C	D	11	0	3	73	9	0	18	0	0	24	91	5	11
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-38	20	46	5
	GLASGOW	AIR 2000	C	D	3	0	1	67	33	0	0	0	0	16	100	0	4
	MANCHESTER	AIR 2000	C	A	18	0	0	56	17	17	11	0	0	19	56	30	16
	MANCHESTER	AIR 2000	C	D	13	1	4	77	0	15	8	0	0	10	85	3	13
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	0	40	0	0	0	11	0	0	0
	NEWCASTLE	AIR 2000	C	D	3	0	1	33	0	67	0	0	0	25	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	-4	25	48	8
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	3	0	0	67	0	0	33	0	0	16	43	49	7
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	5	0	0	0	40	40	20	0	0	42	29	38	7
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	4	0	0	0	25	75	0	0	0	41	40	65	5
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	-5	80	6	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	1	80	13	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	0	33	0	0	26	100	-19	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	7	0	0	57	0	0	43	0	0	43	67	6	3
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	17	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	13	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	46	38	8	0	8	0	29	70	32	10
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	64	18	9	9	0	0	21	63	17	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-14	0	63	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-4	0	51	3



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DALAMAN	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-6	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	0	22	0	0	24	35	31	17
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	57	14	0	29	0	0	44	69	9	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	15	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-5	100	-6	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	1	4
	EDINBURGH	CALEDONIAN AIRWAYS	C	A	3	0	0	0	0	0	100	0	0	80	0	0	0
	EDINBURGH	CALEDONIAN AIRWAYS	C	D	3	0	1	0	0	33	67	0	0	99	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	28	0	0	25	7	46	7	0	14	122	46	35	24
	GATWICK	CALEDONIAN AIRWAYS	C	D	24	0	0	58	25	8	0	4	4	56	63	32	24
	GLASGOW	CALEDONIAN AIRWAYS	C	A	2	1	0	50	50	0	0	0	0	12	56	193	9
	GLASGOW	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	71	118	7
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	10	0	0	70	20	0	10	0	0	17	27	36	15
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	10	0	0	70	20	0	10	0	0	16	50	23	14
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	20	20	20	0	72	0	0	0
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	53	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	40	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	75	0	0	25	0	0	32	50	62	2
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	1	67	0	0	33	0	0	38	50	51	2
	STANSTED	LEISURE INTERNATIONAL	C	A	3	0	0	67	0	33	0	0	0	21	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	D	2	0	1	50	0	50	0	0	0	34	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	0	25	25	25	0	91	50	31	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	1	33	0	67	0	0	0	32	67	15	3
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	13	63	0	25	0	0	48	56	18	18
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	43	29	14	14	0	0	28	71	8	17
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-12	100	-10	5
	LUTON	MONARCH AIRLINES	C	D	3	0	1	100	0	0	0	0	0	-8	100	-7	4
	MANCHESTER	MONARCH AIRLINES	C	A	13	1	0	62	8	23	8	0	0	16	21	47	14

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DALAMAN	MANCHESTER	MONARCH AIRLINES	C	D	11	0	1	55	36	9	0	0	0	14	42	23	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	1	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	100	0	0	0	0	0	3	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	23	15	8	23	31	0	97	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	3	40	10	10	30	10	0	81	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	19	0	57	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	9	100	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	22	0	0	23	23	23	18	14	0	61	0	78	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	2	63	0	13	13	13	0	48	57	25	14
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	53	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	0	0	33	0	0	30	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	0	20	0	72	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	-3	0	0	0
	GATWICK	ONUR AIR	C	A	5	0	0	0	100	0	0	0	0	22	25	20	4
	GATWICK	ONUR AIR	C	D	5	0	0	0	80	20	0	0	0	23	100	6	3
	GLASGOW	ONUR AIR	C	A	4	0	0	75	0	25	0	0	0	6	0	0	0
	GLASGOW	ONUR AIR	C	D	4	0	0	75	0	0	25	0	0	27	0	0	0
	MANCHESTER	ONUR AIR	C	A	4	1	0	100	0	0	0	0	0	1	100	-14	4
	MANCHESTER	ONUR AIR	C	D	4	1	0	0	100	0	0	0	0	21	100	-1	3
	NEWCASTLE	ONUR AIR	C	A	5	0	0	100	0	0	0	0	0	-18	0	0	0
	NEWCASTLE	ONUR AIR	C	D	4	0	0	100	0	0	0	0	0	-12	0	0	0
	BIRMINGHAM	SUNWAYS	C	A	3	1	0	67	33	0	0	0	0	11	50	7	4
	BIRMINGHAM	SUNWAYS	C	D	3	0	0	0	33	0	33	33	0	150	67	21	3
	GATWICK	SUNWAYS	C	A	3	0	0	33	0	0	67	0	0	49	25	50	4
	GATWICK	SUNWAYS	C	D	2	0	0	50	0	0	50	0	0	30	33	57	3
	GLASGOW	SUNWAYS	C	A	4	0	0	50	0	0	50	0	0	49	100	-12	4
	GLASGOW	SUNWAYS	C	D	3	0	1	67	0	0	33	0	0	26	100	1	3
	MANCHESTER	SUNWAYS	C	A	7	0	0	71	0	0	29	0	0	42	50	8	4
	MANCHESTER	SUNWAYS	C	D	5	0	2	20	40	0	40	0	0	71	0	57	3
	NEWCASTLE	SUNWAYS	C	A	4	0	0	50	25	0	25	0	0	36	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DALAMAN																	
	NEWCASTLE	SUNWAYS	C	D	3	0	0	67	0	0	33	0	0	45	0	0	0
	GATWICK	TRANSAER	C	A	4	0	0	0	25	75	0	0	0	43	0	132	2
	GATWICK	TRANSAER	C	D	4	0	0	75	25	0	0	0	0	4	50	103	2
<b>TOTAL DALAMAN</b>					<b>543</b>	<b>11</b>	<b>29</b>	<b>56</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>56</b>	<b>32</b>	<b>32</b>
DALLAS/FORT WORTH																	
	GATWICK	AMERICAN AIRLINES	S	A	62	0	0	71	11	8	5	5	0	11	76	0	62
	GATWICK	AMERICAN AIRLINES	S	D	61	1	1	75	8	3	8	5	0	29	76	14	62
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	0	6	3	0	6	90	32	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	65	29	0	6	0	0	20	84	7	31
<b>TOTAL DALLAS/FORT WORTH</b>					<b>185</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>11</b>	<b>11</b>
DAMASCUS																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	75	13	13	0	0	0	9	89	-15	9
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	75	25	0	0	0	0	8	100	1	7
	HEATHROW	SYRIANAIR	S	A	13	0	0	85	0	0	15	0	0	2	77	-6	13
	HEATHROW	SYRIANAIR	S	D	14	0	0	64	21	14	0	0	0	13	57	20	14
<b>TOTAL DAMASCUS</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>3</b>	<b>3</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	8	0	0	38	13	13	25	0	13	88	78	10	9
	HEATHROW	ALLIANCE	S	D	8	0	0	63	25	13	0	0	0	15	44	19	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	79	7	7	7	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	93	0	0	7	0	0	13	0	0	0
<b>TOTAL DAR-ES-SALAAM</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>69</b>	<b>11</b>	<b>11</b>
DEAUVILLE																	
<b>TOTAL DEAUVILLE</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
DELHI																	
	HEATHROW	AIR CANADA	S	A	14	1	3	43	36	14	0	0	7	105	44	17	18
	HEATHROW	AIR CANADA	S	D	16	0	2	25	31	6	31	6	0	60	17	73	18

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
DELHI																		
	HEATHROW	AIR INDIA	S	A	4	0	1	50	25	0	25	0	0	29	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	25	50	0	25	0	0	42	20	60	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	25	50	0	0	0	25	270	40	42	5	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	102	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL DELHI</b>					<b>46</b>	<b>1</b>	<b>6</b>	<b>35</b>	<b>33</b>	<b>9</b>	<b>17</b>	<b>2</b>	<b>4</b>	<b>87</b>	<b>30</b>	<b>46</b>	<b>46</b>	
DEN HELDER																		
DETROIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	3	6	0	0	6	52	80	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	16	16	0	3	0	21	61	27	31	
	GATWICK	NORTHWEST AIRLINES	S	A	30	1	1	67	20	7	3	3	0	11	61	8	31	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	90	3	0	6	0	0	7	81	7	31	
<b>TOTAL DETROIT</b>					<b>124</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>71</b>	<b>12</b>	<b>12</b>	
DHAHRAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	92	0	8	0	0	0	-12	100	-12	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	88	4	4	4	0	0	4	81	7	26	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	44	22	33	0	0	0	21	75	5	4	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	56	22	11	11	0	0	27	63	21	8	
<b>TOTAL DHAHRAN</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>1</b>	<b>1</b>	
DIJON																		
	STANSTED	PROTEUS AIR SYSTEM SA	S	A	18	4	6	50	33	17	0	0	0	18	67	26	12	
	STANSTED	PROTEUS AIR SYSTEM SA	S	D	20	3	4	75	20	5	0	0	0	8	100	-6	18	
<b>TOTAL DIJON</b>					<b>38</b>	<b>7</b>	<b>10</b>	<b>63</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>7</b>	
DINARD																		
<b>TOTAL DINARD</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DOHA																		
	HEATHROW	GULF AIR	S	A	4	0	0	0	0	100	0	0	0	37	0	0	0	
	HEATHROW	GULF AIR	S	D	5	0	0	80	20	0	0	0	0	7	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
DOHA	GATWICK	QATAR AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	-19	38	60	8
	GATWICK	QATAR AIRWAYS	S	D	7	1	1	43	29	0	14	14	0	52	63	-4	8
<b>TOTAL DOHA</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>16</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>28</b>	<b>28</b>
DONEGAL	GLASGOW	LOGANAIR	S	A	16	0	0	81	0	6	13	0	0	15	92	-1	13
	GLASGOW	LOGANAIR	S	D	16	0	0	88	6	0	6	0	0	8	92	1	13
<b>TOTAL DONEGAL</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>0</b>	<b>0</b>
DOUALA	GATWICK	CAMEROON AIRLINES	S	A	4	1	0	0	0	75	0	25	0	99	25	36	4
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	25	25	25	25	0	0	46	0	52	5
<b>TOTAL DOUALA</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>45</b>	<b>45</b>
DRESDEN	HEATHROW	LUFTHANSA	S	A	44	0	0	70	16	11	2	0	0	10	44	18	36
	HEATHROW	LUFTHANSA	S	D	48	0	0	92	6	2	0	0	0	3	90	9	48
<b>TOTAL DRESDEN</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>13</b>	<b>13</b>
DUBAI	GATWICK	EMIRATES	S	A	26	0	0	46	27	27	0	0	0	18	92	-2	12
	GATWICK	EMIRATES	S	D	26	0	0	23	42	23	12	0	0	36	50	20	12
	HEATHROW	EMIRATES	S	A	53	0	1	58	23	9	8	2	0	21	65	21	57
	HEATHROW	EMIRATES	S	D	50	0	4	52	26	16	4	2	0	24	56	17	55
	MANCHESTER	EMIRATES	S	A	22	0	0	64	18	9	9	0	0	16	86	0	22
	MANCHESTER	EMIRATES	S	D	21	0	1	62	29	0	10	0	0	14	73	9	22
<b>TOTAL DUBAI</b>					<b>198</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>27</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>14</b>	<b>14</b>
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	139	3	1	90	1	3	6	0	0	3	95	-1	134
	BIRMINGHAM	AER LINGUS	S	D	120	1	1	91	2	3	5	0	0	9	92	6	118
	EDINBURGH	AER LINGUS	S	A	106	3	3	93	3	3	1	0	0	0	0	0	0
	EDINBURGH	AER LINGUS	S	D	107	2	2	89	7	3	2	0	0	9	0	0	0
	GLASGOW	AER LINGUS	S	A	96	0	0	93	2	2	3	0	0	1	92	3	92

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
DUBLIN	GLASGOW	AER LINGUS	S	D	96	0	0	91	3	4	2	0	0	3	90	5	92
	HEATHROW	AER LINGUS	S	A	406	0	5	75	15	6	3	0	0	12	76	13	397
	HEATHROW	AER LINGUS	S	D	402	0	9	86	6	6	1	0	0	5	80	8	393
	MANCHESTER	AER LINGUS	S	A	155	1	0	83	9	4	4	0	0	3	92	4	158
	MANCHESTER	AER LINGUS	S	D	152	1	0	88	6	3	4	0	0	4	95	1	156
	NEWCASTLE	AER LINGUS	S	A	74	0	0	92	4	1	3	0	0	-5	0	0	0
	NEWCASTLE	AER LINGUS	S	D	74	0	0	95	1	4	0	0	0	3	0	0	0
	STANSTED	AER LINGUS	S	A	121	0	5	92	3	1	4	0	0	-1	0	0	0
	STANSTED	AER LINGUS	S	D	120	1	6	91	5	1	3	0	0	4	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	253	0	0	79	12	6	3	0	0	10	77	10	244
	HEATHROW	BMI BRITISH MIDLAND	S	D	251	1	0	86	9	2	2	0	0	4	83	7	242
	GATWICK	CITY FLYER EXPRESS	S	A	123	0	1	67	22	11	0	0	0	13	75	9	122
	GATWICK	CITY FLYER EXPRESS	S	D	123	0	1	82	10	7	2	0	0	11	80	9	121
	BIRMINGHAM	RYANAIR	S	A	146	1	4	95	5	1	0	0	0	0	90	3	139
	BIRMINGHAM	RYANAIR	S	D	146	1	5	95	5	1	0	0	0	3	84	11	138
	GATWICK	RYANAIR	S	A	128	2	3	82	6	10	2	0	0	8	79	13	96
	GATWICK	RYANAIR	S	D	129	1	0	77	12	10	2	0	0	10	87	7	97
	LUTON	RYANAIR	S	A	116	1	1	72	16	5	8	0	0	14	98	-4	81
	LUTON	RYANAIR	S	D	115	3	1	87	4	6	3	0	0	6	95	3	81
	MANCHESTER	RYANAIR	S	A	166	0	2	86	11	3	1	0	0	4	89	5	153
	MANCHESTER	RYANAIR	S	D	162	1	3	83	12	4	0	0	0	5	86	5	156
	STANSTED	RYANAIR	S	A	314	9	41	81	9	6	4	0	0	6	85	6	351
	STANSTED	RYANAIR	S	D	313	13	24	82	9	6	3	0	0	11	88	8	345
<b>TOTAL DUBLIN</b>					<b>4657</b>	<b>47</b>	<b>118</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>7</b>
DUBROVNIK	MANCHESTER	CROATIA AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-7	0	0	0
<b>TOTAL DUBROVNIK</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUNDEE	EDINBURGH	BMI REGIONAL	S	A	22	0	1	82	18	0	0	0	0	8	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DUNDEE																		
	EDINBURGH	BMI REGIONAL	S	D	22	0	5	27	23	50	0	0	0	28	0	0	0	
	MANCHESTER	BMI REGIONAL	S	A	49	1	1	39	45	16	0	0	0	20	66	13	44	
	MANCHESTER	BMI REGIONAL	S	D	46	0	0	70	22	7	2	0	0	12	83	5	46	
<b>TOTAL DUNDEE</b>					<b>139</b>	<b>1</b>	<b>7</b>	<b>54</b>	<b>29</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>9</b>	<b>9</b>	
DURBAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	31	0	8	0	15	149	88	3	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	7	7	0	0	14	178	33	16	9	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	13	0	0	31	23	15	31	0	0	47	40	19	10	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	13	0	0	69	23	0	8	0	0	15	46	22	13	
<b>TOTAL DURBAN</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>8</b>	<b>99</b>	<b>50</b>	<b>16</b>	<b>16</b>	
DUSSELDORF																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	112	0	0	89	6	2	3	0	0	4	90	2	86	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	112	0	0	92	4	3	1	0	0	4	92	5	86	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	58	0	0	93	0	3	3	0	0	4	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	58	0	0	86	7	5	2	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	76	13	5	7	0	0	12	73	8	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	85	4	8	3	0	0	8	88	5	116	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	84	0	1	93	5	1	1	0	0	0	91	1	80	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	84	0	1	90	6	2	1	0	0	4	81	6	80	
	GATWICK	CITY FLYER EXPRESS	S	A	65	0	0	69	25	5	2	0	0	11	34	27	62	
	GATWICK	CITY FLYER EXPRESS	S	D	65	0	1	69	18	12	0	0	0	13	59	13	63	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	21	0	2	90	5	5	0	0	0	4	0	0	0	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	21	0	2	95	5	0	0	0	0	3	0	0	0	
	STANSTED	KLM UK LTD	S	A	84	0	1	82	10	8	0	0	0	4	82	4	74	
	STANSTED	KLM UK LTD	S	D	85	0	0	71	13	16	0	0	0	10	85	10	75	
	BIRMINGHAM	LUFTHANSA	S	A	26	0	1	88	4	8	0	0	0	5	0	0	0	
	BIRMINGHAM	LUFTHANSA	S	D	26	0	1	85	8	4	4	0	0	8	0	0	0	
	HEATHROW	LUFTHANSA	S	A	96	0	0	67	23	8	2	0	0	13	69	12	99	
	HEATHROW	LUFTHANSA	S	D	96	0	0	83	9	3	3	1	0	8	87	3	97	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
DUSSELDORF	MANCHESTER	LUFTHANSA	S	A	52	0	2	88	12	0	0	0	0	1	85	6	53
	MANCHESTER	LUFTHANSA	S	D	52	0	2	87	10	4	0	0	0	5	72	12	53
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	27	0	0	74	15	7	4	0	0	11	61	15	28
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	27	0	0	74	11	7	7	0	0	15	67	21	51
<b>TOTAL DUSSELDORF</b>					<b>1492</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>8</b>	<b>8</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
EAST MIDLANDS																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	100	0	0	87	9	4	0	0	0	4	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	100	0	0	72	24	4	0	0	0	11	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	A	100	0	0	89	4	4	3	0	0	7	89	2	66	
	GLASGOW	BMI BRITISH MIDLAND	S	D	100	0	0	83	8	6	3	0	0	10	96	1	67	
<b>TOTAL EAST MIDLANDS</b>					<b>403</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>-1</b>	<b>-1</b>	
EDINBURGH																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	82	4	0	93	4	4	0	0	0	3	0	0	0	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	86	0	0	71	12	9	8	0	0	18	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	259	0	0	71	21	6	2	0	0	13	78	9	260	
	HEATHROW	BMI BRITISH MIDLAND	S	D	260	0	0	87	8	3	2	0	0	4	87	4	259	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	106	0	0	86	10	2	1	1	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	107	0	0	86	10	3	0	1	0	7	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	192	0	1	95	4	1	1	0	0	0	96	-2	190	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	212	0	0	94	2	3	1	0	0	4	91	4	190	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	336	1	1	73	19	5	2	0	0	12	77	12	333	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	336	0	1	89	7	2	2	0	0	3	88	4	334	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	120	0	0	93	6	0	1	0	0	2	84	6	114	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	118	0	1	94	2	3	2	0	0	-1	88	4	114	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	46	0	0	89	11	0	0	0	0	9	0	0	0	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	44	0	2	82	16	0	2	0	0	7	0	0	0	
	GATWICK	KLM UK LTD	S	A	101	0	0	84	15	1	0	0	0	6	84	6	141	
	GATWICK	KLM UK LTD	S	D	126	0	0	88	9	3	0	0	0	6	94	2	165	
	STANSTED	KLM UK LTD	S	A	128	0	4	90	7	3	0	0	0	-3	88	-2	118	
	STANSTED	KLM UK LTD	S	D	134	1	1	66	19	13	1	0	0	13	82	7	116	
<b>TOTAL EDINBURGH</b>					<b>2794</b>	<b>7</b>	<b>11</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>5</b>	<b>5</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	18	0	0	67	17	11	6	0	0	13	50	11	16	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EDMONTON	HEATHROW	AIR CANADA	S	D	17	1	2	100	0	0	0	0	0	2	85	8	13
<b>TOTAL EDMONTON</b>					<b>35</b>	<b>2</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>10</b>	<b>10</b>
EINDHOVEN	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	46	0	0	52	35	9	4	0	0	12	71	14	42
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	46	0	0	80	9	7	4	0	0	9	74	19	42
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	45	0	1	82	13	4	0	0	0	2	81	5	42
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	45	0	1	82	13	4	0	0	0	1	85	4	41
	HEATHROW	KLM	S	A	46	0	0	87	9	0	4	0	0	10	74	6	43
	HEATHROW	KLM	S	D	45	0	1	91	4	0	4	0	0	0	81	3	43
<b>TOTAL EINDHOVEN</b>					<b>274</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>9</b>	<b>9</b>
ENSCHDEDE (TWENTE)																	
ENTEBBE	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	-1	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	15	0	0	0	10	0	0	0
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>9</b>	<b>9</b>
EXETER	MANCHESTER	EUROPEAN AIRWAYS LTD	S	A	18	0	1	50	33	17	0	0	0	18	0	0	0
<b>TOTAL EXETER</b>					<b>18</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>-13</b>	<b>-13</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
FARO	BIRMINGHAM	AIR 2000	C	A	13	0	0	100	0	0	0	0	0	-6	100	-11	8
	BIRMINGHAM	AIR 2000	C	D	13	0	0	85	15	0	0	0	0	1	100	-3	8
	GATWICK	AIR 2000	C	A	18	0	0	50	22	11	17	0	0	33	63	40	19
	GATWICK	AIR 2000	C	D	17	0	1	65	24	0	12	0	0	19	84	11	19
	GLASGOW	AIR 2000	C	A	12	0	0	83	17	0	0	0	0	-7	63	88	8
	GLASGOW	AIR 2000	C	D	13	0	0	92	8	0	0	0	0	-2	88	8	8
	LUTON	AIR 2000	C	A	14	0	0	79	7	14	0	0	0	5	67	12	9
	LUTON	AIR 2000	C	D	13	0	1	69	15	15	0	0	0	12	75	16	8
	MANCHESTER	AIR 2000	C	A	14	0	0	64	0	29	7	0	0	18	55	32	20
	MANCHESTER	AIR 2000	C	D	13	0	1	69	8	8	15	0	0	20	68	47	19
	NEWCASTLE	AIR 2000	C	A	9	0	0	67	22	11	0	0	0	7	0	0	0
	NEWCASTLE	AIR 2000	C	D	9	0	0	89	0	11	0	0	0	-6	0	0	0
	STANSTED	AIR 2000	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0
	STANSTED	AIR 2000	C	D	4	0	1	50	50	0	0	0	0	18	0	0	0
	GATWICK	AIR ATLANTA ICELANDIC	C	A	2	0	0	50	50	0	0	0	0	10	80	6	5
	GATWICK	AIR ATLANTA ICELANDIC	C	D	2	0	0	50	0	50	0	0	0	25	75	9	4
	HEATHROW	AIR PORTUGAL	S	A	28	0	0	75	18	7	0	0	0	7	55	14	29
	HEATHROW	AIR PORTUGAL	S	D	28	0	0	71	11	18	0	0	0	12	59	13	29
	EDINBURGH	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	-2	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	C	D	3	0	1	33	33	0	33	0	0	31	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	40	20	40	0	0	0	21	50	16	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	-1	75	14	4
	EDINBURGH	BRITANNIA AB	C	A	9	0	0	44	22	11	22	0	0	30	0	0	0
	EDINBURGH	BRITANNIA AB	C	D	8	0	0	13	25	0	50	13	0	75	0	0	0
	GLASGOW	BRITANNIA AB	C	A	2	0	0	50	0	50	0	0	0	33	0	0	0
	MANCHESTER	BRITANNIA AB	C	A	3	0	0	67	0	0	33	0	0	13	60	19	5
	MANCHESTER	BRITANNIA AB	C	D	3	0	0	100	0	0	0	0	0	1	80	6	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	-27	67	24	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	32	89	-1	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	11	0	0	0	0	54	18	13

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						OCT 1995				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
FARO	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	83	8	12	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	75	5	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	6	75	8	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-9	100	2	4	
	LUTON	BRITANNIA AIRWAYS	C	D	3	1	1	100	0	0	0	0	0	-11	100	0	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	69	8	15	0	0	8	37	77	12	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	50	17	33	0	0	0	19	85	16	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-11	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-5	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	55	0	0	69	20	4	7	0	0	12	74	8	57	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	55	0	0	65	22	5	7	0	0	14	75	11	57	
	GATWICK	CALEDONIAN AIRWAYS	C	A	24	0	0	42	21	8	25	0	4	59	50	18	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	24	0	0	38	29	4	21	4	4	63	67	15	9	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	0	45	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	75	15	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	12	0	0	25	25	17	33	0	0	48	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	12	0	0	42	17	8	33	0	0	47	0	0	0	
	GATWICK	CHALLENGAIR	C	A	5	0	0	0	40	0	40	20	0	113	0	0	0	
	GATWICK	CHALLENGAIR	C	D	5	0	0	40	20	0	20	20	0	73	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	50	50	0	0	0	0	-3	0	16	1	
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	36	27	27	0	9	0	46	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	40	40	10	0	10	0	37	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	25	25	50	0	0	59	30	29	10	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	25	25	25	25	0	0	43	80	9	10	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	9	0	0	56	33	11	0	0	0	12	25	19	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	9	0	0	67	11	11	11	0	0	20	75	10	4	
	STANSTED	LEISURE INTERNATIONAL	C	A	9	0	0	44	22	33	0	0	0	18	46	26	13	
	STANSTED	LEISURE INTERNATIONAL	C	D	9	0	0	56	11	22	11	0	0	24	92	3	13	
	BIRMINGHAM	MONARCH AIRLINES	C	A	18	0	0	33	33	17	11	0	6	43	31	30	13	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO	BIRMINGHAM	MONARCH AIRLINES	C	D	17	0	0	71	18	6	0	0	6	34	54	33	13
	GATWICK	MONARCH AIRLINES	C	A	27	0	0	15	26	37	22	0	0	43	41	39	29
	GATWICK	MONARCH AIRLINES	C	D	26	0	0	38	12	23	27	0	0	40	71	27	28
	MANCHESTER	MONARCH AIRLINES	C	A	18	0	0	28	17	28	22	6	0	45	62	18	26
	MANCHESTER	MONARCH AIRLINES	C	D	18	0	0	44	33	6	17	0	0	30	88	4	25
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-18	20	57	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-1	60	36	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	25	13	25	13	0	63	40	40	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	0	13	13	13	0	46	70	23	10
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	-17	75	8	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	1	100	0	0	0	0	0	-1	40	42	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	0	13	13	13	0	38	50	21	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	1	86	0	0	14	0	0	15	70	15	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	18	0	119	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	0	93	5
	GATWICK	SATA	C	A	4	0	0	25	25	0	50	0	0	50	0	0	0
	GATWICK	SATA	C	D	4	0	0	50	0	0	50	0	0	47	0	0	0
	MANCHESTER	SATA	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	SATA	C	D	4	0	0	25	25	25	25	0	0	45	0	0	0
	STANSTED	SATA	C	A	4	0	0	25	0	50	25	0	0	54	0	0	0
	STANSTED	SATA	C	D	4	0	0	25	0	50	25	0	0	57	0	0	0
	GATWICK	TRANSAER	C	A	5	0	0	40	20	0	40	0	0	36	67	32	6
	GATWICK	TRANSAER	C	D	5	0	0	0	40	20	40	0	0	58	80	34	5
<b>TOTAL FARO</b>					<b>839</b>	<b>7</b>	<b>17</b>	<b>58</b>	<b>18</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>65</b>	<b>21</b>	<b>21</b>
FIGARI																	
FLORENCE	GATWICK	ALITALIA	S	A	26	0	0	50	35	8	8	0	0	21	0	0	0

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
FLORENCE																		
	GATWICK	ALITALIA	S	D	26	0	0	42	38	15	4	0	0	23	0	0	0	
	STANSTED	KLM UK LTD	S	A	33	0	0	88	6	0	6	0	0	3	64	17	33	
	STANSTED	KLM UK LTD	S	D	33	0	0	85	12	3	0	0	0	7	66	16	32	
	GATWICK	MERIDIANA AIR	S	A	31	0	0	68	16	10	6	0	0	13	69	13	62	
	GATWICK	MERIDIANA AIR	S	D	31	0	0	42	35	23	0	0	0	20	60	22	62	
<b>TOTAL FLORENCE</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>17</b>	<b>17</b>	
FORRES																		
FORT LAUDERDALE																		
	GATWICK	LAKER AIRWAYS INC	S	A	8	1	1	100	0	0	0	0	0	-12	0	0	0	
	GATWICK	LAKER AIRWAYS INC	S	D	8	0	0	50	25	13	13	0	0	26	0	0	0	
<b>TOTAL FORT LAUDERDALE</b>					<b>16</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	124	0	0	74	15	6	4	0	0	10	68	13	119	
	HEATHROW	BMI BRITISH MIDLAND	S	D	124	0	0	81	11	6	2	0	0	7	84	5	120	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	89	0	0	74	19	3	3	0	0	10	91	1	88	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	1	1	75	13	7	6	0	0	13	88	6	89	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	81	0	0	84	9	4	4	0	0	8	79	11	80	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	81	0	0	83	7	7	2	0	0	8	78	13	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	77	14	5	3	0	0	10	66	10	128	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	83	12	3	3	0	0	8	77	9	128	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	89	0	0	92	3	2	2	0	0	1	71	8	62	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	89	0	0	75	16	6	3	0	0	12	76	10	62	
	STANSTED	KLM UK LTD	S	A	81	0	0	85	4	4	6	1	0	8	89	3	53	
	STANSTED	KLM UK LTD	S	D	81	0	0	78	10	5	7	0	0	13	85	5	53	
	BIRMINGHAM	LUFTHANSA	S	A	31	0	0	100	0	0	0	0	0	-3	94	1	31	
	BIRMINGHAM	LUFTHANSA	S	D	31	0	0	97	3	0	0	0	0	3	100	0	7	
	GLASGOW	LUFTHANSA	S	A	8	0	0	75	13	0	13	0	0	15	63	12	8	
	GLASGOW	LUFTHANSA	S	D	8	0	0	63	25	13	0	0	0	15	63	12	8	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					155	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
FRANKFURT MAIN		HEATHROW	LUFTHANSA	S	A	155	1	0	82	12	5	2	0	0	7	52	18	155
		HEATHROW	LUFTHANSA	S	D	155	1	0	85	12	3	1	0	0	5	88	4	155
		MANCHESTER	LUFTHANSA	S	A	91	0	2	95	3	1	1	0	0	-2	84	5	62
		MANCHESTER	LUFTHANSA	S	D	91	0	2	87	11	2	0	0	0	4	79	10	62
<b>TOTAL FRANKFURT MAIN</b>						<b>1798</b>	<b>7</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>9</b>	<b>9</b>
FUERTEVENTURA		GATWICK	AIR 2000	C	A	5	0	0	40	60	0	0	0	0	16	75	4	4
		GATWICK	AIR 2000	C	D	6	0	0	100	0	0	0	0	0	9	100	5	4
		GLASGOW	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-12	75	-25	4
		GLASGOW	AIR 2000	C	D	4	0	1	100	0	0	0	0	0	4	75	14	4
		MANCHESTER	AIR 2000	C	A	5	0	0	20	20	0	60	0	0	77	100	-11	4
		MANCHESTER	AIR 2000	C	D	5	0	0	0	0	40	40	20	0	116	75	6	4
		BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	11	80	7	5
		BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	9	100	0	5
		GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	10	44	26	9
		GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	14	67	23	9
		GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-11	100	1	4
		GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-6	100	1	4
		LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	0	20	0	42	0	0	0
		LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	0	20	0	51	0	0	0
		MANCHESTER	BRITANNIA AIRWAYS	C	A	4	1	1	100	0	0	0	0	0	0	100	2	5
		MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	6	80	3	5
		GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	10	0	0	0
		GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	17	0	0	0
		GATWICK	FUTURA AIRLINES	C	A	5	0	0	60	20	0	20	0	0	12	0	0	0
		GATWICK	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
		GATWICK	MONARCH AIRLINES	C	A	6	0	0	17	67	0	17	0	0	30	70	10	10
		GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	17	17	0	0	0	17	80	9	10
		LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	17	100	-3	4
		LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	21	50	8	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FUERTEVENTURA																		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-4	50	12	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-4	100	2	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	0	20	0	61	25	53	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	0	20	0	83	0	55	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	11	11	22	0	67	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	11	11	11	22	0	85	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	22	0	11	0	38	50	39	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	44	22	0	11	0	40	38	60	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	34	0	60	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	38	25	37	4	
<b>TOTAL FUERTEVENTURA</b>					<b>175</b>	<b>1</b>	<b>2</b>	<b>59</b>	<b>18</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>15</b>	<b>15</b>	
FUNCHAL																		
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	25	0	25	0	62	60	4	5	
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	0	0	25	0	48	75	17	4	
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	67	22	11	0	0	0	8	89	5	9	
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	67	33	0	0	0	0	6	67	10	9	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	100	0	0	0	0	0	-19	80	-15	5	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	75	0	25	0	0	0	15	80	21	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	50	13	13	25	0	0	27	0	28	1	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	63	13	13	13	0	0	33	100	3	1	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	1	0	67	33	0	0	0	0	10	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	2	0	0	50	50	0	0	0	27	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	85	15	0	0	0	0	0	31	59	13	
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	62	31	8	0	0	0	9	85	14	13	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	22	60	25	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	60	26	5	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	79	0	0	14	7	0	27	100	-3	11	
	GATWICK	MONARCH AIRLINES	C	D	13	2	0	85	8	0	8	0	0	11	100	4	11	
	LUTON	MONARCH AIRLINES	C	A	3	1	1	100	0	0	0	0	0	1	100	-9	5	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	80	2	5	



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						OCT 1995			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
FUNCHAL	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	78	11	11	0	0	0	10	60	24	5	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	0	-2	80	17	5	
<b>TOTAL FUNCHAL</b>					<b>141</b>	<b>6</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>11</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
GABORONE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	0	22	0	0	11	102	67	12	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	38	38	13	13	0	0	36	67	16	9	
<b>TOTAL GABORONE</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>67</b>	<b>14</b>	<b>14</b>	
GATWICK																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	5	0	20	2	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	107	0	0	89	7	4	0	1	0	2	0	0	0	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	106	0	0	85	13	1	0	1	0	11	0	0	0	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	170	0	0	86	12	1	1	0	0	4	84	4	168	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	169	0	1	89	9	1	1	0	0	4	90	1	168	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	10	0	0	70	10	0	20	0	0	15	100	-9	9	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	10	0	0	50	20	20	10	0	0	21	22	45	9	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	134	1	1	83	13	4	1	0	0	5	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	133	1	1	93	7	0	0	0	0	2	0	0	0	
	EDINBURGH	KLM UK LTD	S	A	126	0	0	87	10	2	0	0	0	3	0	0	0	
	EDINBURGH	KLM UK LTD	S	D	126	0	0	91	6	3	0	0	0	7	0	0	0	
	GLASGOW	KLM UK LTD	S	A	150	0	1	88	7	3	1	0	0	3	81	7	144	
	GLASGOW	KLM UK LTD	S	D	151	0	0	85	10	3	1	1	0	6	84	6	144	
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	100	0	0	0	0	0	-28	88	-7	8	
<b>TOTAL GATWICK</b>					<b>1403</b>	<b>5</b>	<b>5</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>5</b>	<b>5</b>	
GDANSK																		
<b>TOTAL GDANSK</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GENEVA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	1	75	13	8	5	0	0	13	76	11	89	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	0	85	7	7	1	0	0	8	73	15	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	130	0	0	75	14	9	1	1	0	11	55	17	122	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
GENEVA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	130	0	0	90	6	4	0	0	0	5	84	8	122	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	24	0	0	83	8	8	0	0	0	4	68	14	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	24	0	0	75	8	13	4	0	0	10	68	20	31	
	STANSTED	FLIGHTLINE LTD	C	A	15	0	0	67	13	13	7	0	0	17	0	0	0	
	STANSTED	FLIGHTLINE LTD	C	D	17	0	0	53	24	6	18	0	0	27	0	0	0	
	HEATHROW	SWISSAIR	S	A	124	0	0	81	14	2	4	0	0	6	64	15	125	
	HEATHROW	SWISSAIR	S	D	124	0	0	89	6	2	2	0	0	5	72	11	124	
<b>TOTAL GENEVA</b>					<b>765</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>14</b>	<b>14</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	1	77	13	5	5	0	0	10	75	8	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	1	65	17	10	8	0	0	15	90	4	61	
<b>TOTAL GENOA</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>6</b>	<b>6</b>	
GERONA																		
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-1	100	-13	5	
	GATWICK	AIR 2000	C	D	3	0	2	100	0	0	0	0	0	1	100	-7	5	
	GLASGOW	AIR 2000	C	A	3	0	0	67	0	0	33	0	0	27	71	15	7	
	GLASGOW	AIR 2000	C	D	2	0	1	50	0	0	50	0	0	57	33	29	6	
	MANCHESTER	AIR 2000	C	A	6	0	0	83	17	0	0	0	0	-21	45	42	11	
	MANCHESTER	AIR 2000	C	D	4	0	2	75	25	0	0	0	0	2	80	8	10	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-8	100	-7	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	8	100	-3	3	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	22	0	0	0	5	43	38	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	14	0	0	0	9	33	54	6	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	0	80	26	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	50	14	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	22	11	0	0	11	83	4	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	57	0	29	14	0	0	24	67	16	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	25	0	0	0	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
GERONA																		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	43	14	14	29	0	0	30	0	22	1	
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	1	50	17	0	33	0	0	33	0	33	1	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	102	25	34	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	2	0	0	25	25	50	0	0	62	50	35	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	53	75	42	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	56	67	77	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	67	25	42	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	91	25	58	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-22	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	1	2	33	0	67	0	0	0	28	0	0	0	
<b>TOTAL GERONA</b>					<b>128</b>	<b>7</b>	<b>9</b>	<b>65</b>	<b>9</b>	<b>11</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>62</b>	<b>24</b>	<b>24</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	34	0	0	53	21	18	9	0	0	24	67	6	33	
	GATWICK	GB AIRWAYS LTD	S	D	33	0	0	61	24	9	3	3	0	21	71	16	34	
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	9	73	7	11	
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	3	75	0	0	25	0	0	18	50	22	10	
	MANCHESTER	GB AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	2	67	19	9	
	MANCHESTER	GB AIRWAYS LTD	S	D	4	0	0	50	50	0	0	0	0	10	78	9	9	
<b>TOTAL GIBRALTAR</b>					<b>83</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>23</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>12</b>	<b>12</b>	
GLASGOW																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	65	3	1	94	5	2	0	0	0	-2	0	0	0	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	66	3	1	89	9	0	2	0	0	5	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	23	0	0	91	9	0	0	0	0	6	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	27	0	0	85	7	7	0	0	0	2	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	0	75	17	6	2	0	0	12	76	11	244	
	HEATHROW	BMI BRITISH MIDLAND	S	D	244	0	0	86	8	4	2	0	0	5	85	5	239	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					69	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GLASGOW	MANCHESTER	BMI REGIONAL	S	A	69	1	3	55	35	9	1	0	0	16	61	17	64
	MANCHESTER	BMI REGIONAL	S	D	69	1	4	91	6	1	1	0	0	4	76	5	62
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	233	0	2	94	4	1	0	0	0	2	90	4	228
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	212	0	4	95	3	1	0	0	0	3	93	5	227
	HEATHROW	BRITISH AIRWAYS PLC	S	A	340	4	0	76	15	6	3	0	0	10	76	11	337
	HEATHROW	BRITISH AIRWAYS PLC	S	D	340	4	0	87	9	2	2	0	0	4	90	2	337
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	125	1	0	83	13	3	1	0	0	5	85	5	146
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	125	0	0	92	4	3	1	0	0	0	92	0	144
	GATWICK	KLM UK LTD	S	A	150	0	0	85	8	5	1	1	0	6	80	8	143
	GATWICK	KLM UK LTD	S	D	124	0	1	81	10	7	1	1	0	10	81	9	118
	STANSTED	KLM UK LTD	S	A	107	0	2	89	4	4	4	0	0	0	88	1	78
	STANSTED	KLM UK LTD	S	D	106	0	0	78	12	5	5	0	0	11	84	6	86
<b>TOTAL GLASGOW</b>					<b>2675</b>	<b>18</b>	<b>18</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>6</b>
GOA	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	36	75	10	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	26	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-11	67	16	6
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	11	78	0	0	0	11	70	13	34	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	1	0	50	0	0	50	0	0	50	100	-56	1
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	50	25	0	0	57	100	-5	4
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	0	0	0	100	0	0	124	80	-7	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	1	0	0	50	50	0	0	59	60	26	5
<b>TOTAL GOA</b>					<b>33</b>	<b>1</b>	<b>3</b>	<b>30</b>	<b>27</b>	<b>18</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>58</b>	<b>16</b>	<b>16</b>
GOTEBORG	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	77	13	6	3	0	0	10	84	8	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	84	16	0	0	0	0	6	87	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	65	16	13	6	0	0	17	76	9	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	94	2	5	0	0	0	1	89	0	62

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
GOTEBORG																	
	HEATHROW	SAS	S	A	66	0	3	68	24	6	2	0	0	12	72	11	67
	HEATHROW	SAS	S	D	65	0	1	94	3	2	2	0	0	3	91	3	67
	STANSTED	STERLING EUROPEAN AIRLINES	C	A	17	0	0	53	24	12	12	0	0	30	0	0	0
	STANSTED	STERLING EUROPEAN AIRLINES	C	D	17	0	0	59	12	18	12	0	0	32	0	0	0
<b>TOTAL GOTEBORG</b>					<b>355</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>8</b>
GRAND CAYMAN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44	11	0	22	11	11	230	50	14	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	2	1	33	0	33	33	0	0	64	83	4	6
<b>TOTAL GRAND CAYMAN</b>					<b>12</b>	<b>2</b>	<b>1</b>	<b>42</b>	<b>8</b>	<b>8</b>	<b>25</b>	<b>8</b>	<b>8</b>	<b>189</b>	<b>45</b>	<b>25</b>	<b>25</b>
GRAZ																	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	22	11	22	0	0	24	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	33	33	11	22	0	0	30	0	0	0
<b>TOTAL GRAZ</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>79</b>	<b>8</b>	<b>8</b>
GRENADA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	63	13	0	13	0	13	198	78	2	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	22	33	33	11	0	0	37	50	28	8
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	0	20	0	20	261	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	20	60	0	0	20	0	67	25	36	4
<b>TOTAL GRENADA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>26</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>132</b>	<b>57</b>	<b>18</b>	<b>18</b>	
GRONINGEN																	
GUERNSEY																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	22	0	0	95	5	0	0	0	0	-7	76	9	38
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	67	0	1	90	6	1	3	0	0	2	84	10	38
	GATWICK	CITY FLYER EXPRESS	S	A	88	0	0	91	7	2	0	0	0	-1	72	13	83
	GATWICK	CITY FLYER EXPRESS	S	D	89	0	0	85	11	3	0	0	0	5	77	16	83
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	37	0	0	84	3	3	11	0	0	12	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	117	0	2	91	5	2	1	1	0	1	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	117	0	2	89	5	5	0	1	0	4	0	0	0
	HEATHROW	KLM UK LTD	S	A	123	0	0	94	4	2	0	0	0	-4	86	3	118

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						OCT 1995			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
GUERNSEY	HEATHROW	KLM UK LTD	S	D	123	0	0	95	4	1	0	0	0	-2	83	9	118	
	STANSTED	KLM UK LTD	S	A	22	0	0	100	0	0	0	0	0	-6	69	12	16	
	STANSTED	KLM UK LTD	S	D	22	0	0	86	14	0	0	0	0	4	65	12	17	
<b>TOTAL GUERNSEY</b>					<b>833</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>7</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	28	1	2	68	18	11	4	0	0	8	57	19	21	
	HEATHROW	AIR CANADA	S	D	29	0	0	90	10	0	0	0	0	2	91	7	22	
<b>TOTAL HALIFAX INT</b>					<b>57</b>	<b>1</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>13</b>	<b>13</b>	
HAMBURG																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	23	0	0	96	4	0	0	0	0	1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	78	18	2	1	0	0	6	87	2	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	90	5	3	1	0	0	4	92	3	93	
	GATWICK	DEUTSCHE BA	S	A	64	1	1	91	3	3	2	2	0	-1	0	0	0	
	GATWICK	DEUTSCHE BA	S	D	64	0	0	78	17	3	2	0	0	10	0	0	0	
	STANSTED	KLM UK LTD	S	A	55	0	0	85	9	4	2	0	0	2	75	5	52	
	STANSTED	KLM UK LTD	S	D	54	0	1	87	9	4	0	0	0	6	77	13	53	
	HEATHROW	LUFTHANSA	S	A	96	0	2	80	14	4	2	0	0	5	68	11	96	
	HEATHROW	LUFTHANSA	S	D	96	0	2	98	0	1	1	0	0	-3	90	3	96	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	27	0	0	85	7	7	0	0	0	2	80	7	50	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	27	0	0	70	26	4	0	0	0	9	76	6	50	
<b>TOTAL HAMBURG</b>					<b>692</b>	<b>2</b>	<b>6</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>6</b>	<b>6</b>	
HANOVER																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	23	0	0	96	4	0	0	0	0	-3	91	0	22	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	3	0	0	3	84	5	31	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	30	1	0	93	3	0	3	0	0	5	90	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	97	3	0	0	0	0	-2	87	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	97	0	0	0	3	0	6	90	4	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	27	0	0	96	0	0	4	0	0	-1	84	11	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	0	89	11	0	0	0	0	4	84	9	31	
	HEATHROW	LUFTHANSA	S	A	62	0	0	82	15	3	0	0	0	7	84	7	62	
	HEATHROW	LUFTHANSA	S	D	62	0	0	94	5	2	0	0	0	1	94	2	62	
<b>TOTAL HANOVER</b>					<b>332</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>6</b>	<b>6</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	18	0	0	50	11	6	28	6	0	47	94	-7	18	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
HARARE																		
	GATWICK	AIR ZIMBABWE	S	D	18	0	0	89	6	0	0	6	0	19	89	7	18	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	25	0	0	0	17	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL HARARE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>5</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>82</b>	<b>5</b>	<b>5</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	5	0	0	100	0	0	0	0	0	-26	0	0	0	
	GATWICK	AIR ALGERIE	C	D	5	0	0	80	0	0	20	0	0	30	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HAUGESUND																		
	GLASGOW	WIDEROE FLYVESELSKAP A/S	C	A	2	1	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL HAUGESUND</b>					<b>3</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HAVANA																		
	STANSTED	CUBANA	S	A	5	0	0	100	0	0	0	0	0	-11	75	21	4	
	STANSTED	CUBANA	S	D	5	0	0	20	20	20	20	20	0	92	0	68	4	
<b>TOTAL HAVANA</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>39</b>	<b>38</b>	<b>44</b>	<b>44</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	260	0	2	82	11	5	2	0	0	8	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	257	2	2	77	16	5	2	0	0	13	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	A	243	0	1	74	19	5	2	0	0	11	80	8	239	
	GLASGOW	BMI BRITISH MIDLAND	S	D	240	4	0	87	8	3	2	0	0	8	86	7	244	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	336	0	1	85	10	4	2	0	0	6	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	335	1	2	76	19	3	2	0	0	13	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	340	4	0	80	14	4	2	0	0	9	86	7	336	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	339	5	1	88	7	3	1	0	0	6	86	7	337	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	313	4	4	84	11	3	3	0	0	8	78	11	305	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	313	5	0	91	4	3	2	0	0	4	87	10	305	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	169	0	1	82	12	2	3	0	0	9	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	169	0	1	92	4	2	2	0	0	4	0	0	0	
<b>TOTAL HEATHROW</b>					<b>3314</b>	<b>26</b>	<b>21</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>8</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
HELSINKI	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	5	0	0	20	60	20	0	0	0	23	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	5	0	0	40	60	0	0	0	0	19	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	77	16	3	2	0	2	16	75	8	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	92	3	2	3	0	0	5	83	5	58
	GATWICK	FINNAIR	S	A	35	0	0	89	6	6	0	0	0	3	83	3	6
	GATWICK	FINNAIR	S	D	31	0	0	45	39	16	0	0	0	18	50	14	6
	HEATHROW	FINNAIR	S	A	93	0	0	59	25	13	3	0	0	16	54	15	89
	HEATHROW	FINNAIR	S	D	93	0	0	83	13	2	2	0	0	6	81	8	88
	MANCHESTER	FINNAIR	S	A	31	0	0	97	0	3	0	0	0	-4	77	8	31
	MANCHESTER	FINNAIR	S	D	31	0	0	94	6	0	0	0	0	1	74	10	31
	STANSTED	FINNAIR	S	A	12	0	0	75	17	8	0	0	0	5	60	19	10
	STANSTED	FINNAIR	S	D	12	0	0	50	33	17	0	0	0	15	30	36	10
	MANCHESTER	SAS	S	A	26	1	1	92	8	0	0	0	0	4	0	0	0
	MANCHESTER	SAS	S	D	27	0	0	93	4	0	4	0	0	5	0	0	0
<b>TOTAL HELSINKI</b>					<b>525</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>11</b>	<b>11</b>
HERAKLION	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-32	75	-19	4
	BIRMINGHAM	AIR 2000	C	D	4	0	1	100	0	0	0	0	0	-7	75	15	4
	GATWICK	AIR 2000	C	A	13	0	0	77	15	0	8	0	0	4	36	27	14
	GATWICK	AIR 2000	C	D	11	0	2	73	18	0	9	0	0	13	36	30	11
	GLASGOW	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	4	25	84	4
	GLASGOW	AIR 2000	C	D	4	0	1	100	0	0	0	0	0	10	25	69	4
	MANCHESTER	AIR 2000	C	A	9	0	0	67	22	11	0	0	0	2	90	-2	10
	MANCHESTER	AIR 2000	C	D	8	0	1	88	13	0	0	0	0	5	86	26	7
	NEWCASTLE	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	10	0	0	0
	NEWCASTLE	AIR 2000	C	D	3	0	0	67	0	0	33	0	0	23	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	3	0	0	33	0	0	67	0	0	66	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	25	0	50	25	0	0	45	100	-17	6

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
HERAKLION	MANCHESTER	AIRWORLD AVIATION LTD	C	D	3	0	1	0	33	0	67	0	0	71	71	12	7	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	5	0	0	0	40	20	0	40	0	95	0	57	1	
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	4	0	1	50	25	0	25	0	0	48	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	19	25	95	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	4	100	3	3	
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	80	0	10	10	0	0	15	54	24	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	57	14	14	14	0	0	27	55	37	11	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	-6	100	2	2	
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-9	80	-8	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	25	0	0	0	16	56	28	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	71	14	14	0	0	0	12	38	26	8	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	41	100	-17	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	45	100	-7	3	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	1	1	75	25	0	0	0	0	-1	80	8	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	3	75	0	25	0	0	0	11	100	5	6	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	1	1	40	20	0	20	20	0	77	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	1	80	0	0	0	20	0	57	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-20	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	7	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	100	0	0	0	0	0	0	75	7	8	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	40	40	20	0	0	0	20	88	5	8	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-2	100	-6	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	16	100	1	4	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	17	33	17	33	0	0	47	40	16	10	
	GATWICK	MONARCH AIRLINES	C	D	5	0	1	60	0	20	20	0	0	37	80	5	10	
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	0	55	27	9	9	0	0	19	100	-14	5	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	2	78	11	0	11	0	0	10	100	2	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	25	0	70	50	9	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	1	0	33	0	33	33	0	142	67	11	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	-3	11	55	9	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
HERAKLION																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	33	50	28	6	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	4	100	-15	3		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	31	100	-6	4	
<b>TOTAL HERAKLION</b>					<b>239</b>	<b>4</b>	<b>18</b>	<b>62</b>	<b>18</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>22</b>	<b>22</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	23	6	3	0	0	8	45	27	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	6	10	0	0	8	77	11	31		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	47	0	0	60	19	17	4	0	12	23	32	40		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	47	0	0	87	11	2	0	0	5	88	14	40		
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	45	13	10	29	0	3	52	29	31		
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	31	0	0	81	10	6	0	0	3	19	61	12	31	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	90	6	3	0	0	-4	0	0	0		
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	42	39	6	13	0	0	26	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	13	6	3	0	3	32	100	-22	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	1	67	17	10	7	0	0	18	84	9	31	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>341</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>63</b>	<b>14</b>	<b>14</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	3	6	0	0	10	81	11	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	35	0	6	0	0	18	74	21	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	46	0	0	89	7	4	0	0	-10	77	47	31		
	GATWICK	CONTINENTAL AIRLINES	S	D	48	0	0	88	10	2	0	0	0	8	87	4	31	
<b>TOTAL HOUSTON</b>					<b>156</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>21</b>	<b>21</b>	
HUMBERSIDE																		
HURGHADA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	37	0	127	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	11	25	126	4	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995				
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HURGHADA																	
<b>TOTAL HURGHADA</b>					8	0	0	50	13	25	13	0	0	24	43	81	81

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						OCT 1995			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
IBIZA	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	36	60	-7	5
	BIRMINGHAM	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	9	100	-1	3
	GATWICK	AIR 2000	C	A	15	0	0	80	13	7	0	0	0	1	87	8	15
	GATWICK	AIR 2000	C	D	12	0	3	92	0	0	8	0	0	6	82	16	11
	GLASGOW	AIR 2000	C	A	7	0	0	100	0	0	0	0	0	-21	89	-1	9
	GLASGOW	AIR 2000	C	D	6	0	1	50	17	33	0	0	0	18	86	5	7
	LUTON	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-20	75	20	4
	LUTON	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	-5	67	58	3
	MANCHESTER	AIR 2000	C	A	14	0	0	71	7	7	14	0	0	21	54	14	13
	MANCHESTER	AIR 2000	C	D	11	0	3	73	0	9	18	0	0	27	56	30	9
	NEWCASTLE	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-15	0	0	0
	NEWCASTLE	AIR 2000	C	D	3	0	2	100	0	0	0	0	0	-11	0	0	0
	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	25	25	0	0	0	21	0	0	0
	EDINBURGH	AIR EUROPA	C	D	3	0	1	33	33	33	0	0	0	16	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	A	5	0	0	60	20	20	0	0	0	16	75	14	4
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	100	0	0	0	0	0	-2	67	16	3
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	14	0	0	93	0	0	0	7	0	3	75	1	4
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	12	0	1	92	0	0	0	8	0	13	100	-2	3
	MANCHESTER	BRITANNIA AB	C	A	4	0	0	50	0	25	25	0	0	47	100	-3	3
	MANCHESTER	BRITANNIA AB	C	D	3	0	1	33	33	0	0	33	0	70	67	1	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	85	8	0	8	0	0	8	81	2	21
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	11	0	0	82	9	0	9	0	0	9	81	6	16
	GATWICK	BRITANNIA AIRWAYS	C	A	34	0	0	62	9	12	12	6	0	28	71	9	21
	GATWICK	BRITANNIA AIRWAYS	C	D	24	2	0	71	13	13	0	4	0	16	83	6	18
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	-10	71	13	17
	GLASGOW	BRITANNIA AIRWAYS	C	D	6	0	0	83	0	17	0	0	0	7	69	15	13
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	1	69	0	8	15	8	0	30	77	24	13
	LUTON	BRITANNIA AIRWAYS	C	D	10	1	2	70	10	10	10	0	0	17	80	31	10
	MANCHESTER	BRITANNIA AIRWAYS	C	A	31	0	0	77	6	6	6	3	0	14	76	5	41
	MANCHESTER	BRITANNIA AIRWAYS	C	D	21	0	1	86	10	5	0	0	0	3	78	7	32

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995			
							Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
IBIZA																		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	77	15	0	8	0	0	1	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	10	0	0	90	0	0	10	0	0	3	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	-5	63	27	8	
	STANSTED	BRITANNIA AIRWAYS	C	D	7	0	0	57	29	14	0	0	0	15	67	13	6	
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	0	71	14	0	14	0	0	9	100	-9	2	
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	-1	100	-3	2	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-21	100	4	1	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	35	0	32	1	
	GATWICK	LEISURE INTERNATIONAL	C	A	6	0	0	33	0	33	17	17	0	59	60	12	5	
	GATWICK	LEISURE INTERNATIONAL	C	D	6	0	0	33	17	17	17	17	0	51	100	1	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	50	13	13	25	0	0	31	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	7	0	1	29	29	14	29	0	0	42	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	70	10	0	10	10	0	30	68	19	19	
	GATWICK	MONARCH AIRLINES	C	D	9	0	1	67	0	11	11	11	0	36	61	27	18	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-21	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-12	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	62	15	0	15	8	0	35	60	14	10	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	3	30	20	20	20	10	0	67	75	17	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	0	25	90	25	27	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	14	0	45	6	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	0	25	25	25	0	109	50	31	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	2	17	0	0	50	17	17	172	33	52	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	26	60	217	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	67	0	0	0	0	11	25	71	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	13	0	13	0	27	38	47	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	1	1	50	17	17	0	17	0	56	10	78	10	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	1	75	0	0	0	0	25	350	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	1	33	33	33	0	0	0	22	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	67	0	0	0	29	75	25	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	0	33	33	0	0	38	67	35	3	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
IBIZA	GATWICK	TRANSAER	C	A	2	0	0	0	0	0	100	0	0	78	100	-14	3	
	GATWICK	TRANSAER	C	D	2	0	0	0	0	50	50	0	0	53	100	-9	2	
<b>TOTAL IBIZA</b>					<b>507</b>	<b>5</b>	<b>30</b>	<b>70</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>24</b>	<b>66</b>	<b>23</b>	<b>23</b>	
INNSBRUCK																		
<b>TOTAL INNSBRUCK</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>0</b>	
INVERNESS	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	62	30	4	1	1	1	20	66	14	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	84	11	4	1	0	0	4	88	4	92	
	STANSTED	KLM UK LTD	S	A	4	0	0	100	0	0	0	0	0	-17	0	0	0	
	STANSTED	KLM UK LTD	S	D	5	0	0	40	40	20	0	0	0	19	0	0	0	
	GLASGOW	LOGANAIR	S	A	26	0	0	96	4	0	0	0	0	-1	0	0	0	
	GLASGOW	LOGANAIR	S	D	27	0	0	85	15	0	0	0	0	6	0	0	0	
<b>TOTAL INVERNESS</b>					<b>246</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>9</b>	<b>9</b>	
ISLAMABAD	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	50	20	20	10	0	0	25	22	43	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	70	10	0	20	0	0	26	89	4	9	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	10	0	0	50	30	10	10	0	0	22	11	53	9	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	10	0	0	0	30	40	30	0	0	56	0	59	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	31	38	23	8	0	0	24	50	42	8	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	0	33	44	22	0	0	44	22	24	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	11	11	44	22	11	0	67	22	113	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	0	11	22	56	11	0	85	22	63	9	
<b>TOTAL ISLAMABAD</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>24</b>	<b>25</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>30</b>	<b>50</b>	<b>50</b>	
ISLAY	GLASGOW	LOGANAIR	S	A	4	0	0	75	25	0	0	0	0	10	91	0	22	
	GLASGOW	LOGANAIR	S	D	27	0	0	89	7	0	4	0	0	7	92	6	24	
<b>TOTAL ISLAY</b>					<b>31</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>3</b>	<b>3</b>	
ISLE OF MAN	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	54	0	0	94	0	4	2	0	0	2	94	0	53	



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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 1995					
			CHARTER/ SCHED	ARR/ DEP	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Matched	Actual (7)											Plan (8)
ISLE OF MAN																	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	54	0	0	93	4	2	2	0	0	4	92	5	53
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	32	0	0	94	6	0	0	0	0	0	71	37	31
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	97	3	0	0	0	0	0	71	39	31
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	85	0	0	87	7	4	2	0	0	6	85	5	84
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	85	0	0	93	4	1	2	0	0	0	88	1	84
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	11	1	2	91	9	0	0	0	0	-1	100	-3	14
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	12	0	2	83	8	0	8	0	0	7	93	-1	14
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	89	0	0	96	2	1	1	0	0	5	94	4	87
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	89	0	0	96	2	1	1	0	0	-3	95	-2	88
<b>TOTAL ISLE OF MAN</b>					<b>542</b>	<b>1</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>6</b>
ISTANBUL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	56	21	13	8	2	0	21	52	23	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	8	10	2	0	0	9	81	9	62
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	5	0	0	0	0	80	20	0	0	47	0	57	8
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	6	0	0	33	17	33	17	0	0	33	0	65	8
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	8	0	0	13	25	25	38	0	0	45	80	170	5
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	8	0	0	0	38	38	25	0	0	50	0	79	4
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	4	0	1	0	25	75	0	0	0	44	20	48	5
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	5	0	0	0	20	40	40	0	0	55	0	50	5
	STANSTED	ISTANBUL HAVA YOLLARI	C	A	4	0	0	0	0	75	25	0	0	51	0	53	5
	STANSTED	ISTANBUL HAVA YOLLARI	C	D	3	1	0	0	0	67	33	0	0	51	20	46	5
	GATWICK	ONUR AIR	C	A	9	0	0	44	33	11	11	0	0	25	56	13	9
	GATWICK	ONUR AIR	C	D	9	0	0	22	33	22	22	0	0	33	67	14	9
	GATWICK	SUNWAYS	C	D	2	0	0	0	0	0	100	0	0	93	0	0	0
	MANCHESTER	SUNWAYS	C	A	2	0	0	50	0	0	0	50	0	113	0	0	0
	MANCHESTER	SUNWAYS	C	D	2	1	0	0	50	0	0	50	0	153	0	0	0
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	62	0	0	58	19	21	2	0	0	14	61	11	61
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	62	0	0	69	31	0	0	0	0	9	72	9	61

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ISTANBUL																		
<b>TOTAL ISTANBUL</b>					<b>325</b>	<b>3</b>	<b>3</b>	<b>55</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>26</b>	<b>26</b>	
IZMIR (ADNAM MENDERES)																		
	BIRMINGHAM	AIR 2000	C	A	8	0	0	100	0	0	0	0	0	1	80	9	10	
	BIRMINGHAM	AIR 2000	C	D	6	0	2	100	0	0	0	0	0	2	100	-3	8	
	GATWICK	AIR 2000	C	A	13	1	0	38	8	38	8	8	0	48	29	41	14	
	GATWICK	AIR 2000	C	D	9	0	3	67	0	22	0	11	0	38	73	20	11	
	GLASGOW	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-3	20	26	5	
	GLASGOW	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	2	25	59	4	
	MANCHESTER	AIR 2000	C	A	13	0	0	77	8	8	8	0	0	6	47	24	17	
	MANCHESTER	AIR 2000	C	D	9	0	3	78	11	11	0	0	0	4	79	7	14	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	20	0	0	0	
	NEWCASTLE	AIR 2000	C	D	3	0	1	67	0	33	0	0	0	7	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	11	25	271	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	33	56	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-15	25	14	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	100	1	3	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	39	75	14	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	0	1	67	33	0	0	0	0	14	0	93	3	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	33	0	0	0	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	24	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	0	80	0	0	0	37	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	0	20	80	0	0	0	37	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	1	0	40	20	20	20	0	0	34	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	1	0	40	40	0	20	0	0	30	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	36	36	27	0	0	0	23	22	65	9	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	50	30	20	0	0	0	14	88	12	8	
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	0	64	18	9	9	0	0	13	31	132	13	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	1	67	22	0	11	0	0	14	64	14	11	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					OCT 1995				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
IZMIR (ADNAM MENDERES)	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	80	20	0	0	0	29	0	58	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	-1	0	60	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	20	0	0	0	19	20	71	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	1	0	50	50	0	0	0	30	50	18	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	90	0	0	10	0	0	-8	22	62	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	1	100	0	0	0	0	0	0	43	47	7	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-23	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	8	0	0	0	
	BIRMINGHAM	ONUR AIR	C	A	4	1	0	50	25	25	0	0	0	22	0	0	0	
	BIRMINGHAM	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
	GATWICK	ONUR AIR	C	A	5	0	0	20	20	60	0	0	0	33	50	11	4	
	GATWICK	ONUR AIR	C	D	4	0	0	50	25	25	0	0	0	17	75	21	4	
	MANCHESTER	ONUR AIR	C	A	5	0	0	80	0	20	0	0	0	8	0	0	0	
	MANCHESTER	ONUR AIR	C	D	4	0	0	50	50	0	0	0	0	20	0	0	0	
	NEWCASTLE	ONUR AIR	C	A	5	0	0	0	0	80	20	0	0	66	0	0	0	
	BIRMINGHAM	SUNWAYS	C	A	3	1	0	33	0	0	33	33	0	148	0	0	0	
	BIRMINGHAM	SUNWAYS	C	D	3	0	0	67	33	0	0	0	0	16	0	0	0	
	GATWICK	SUNWAYS	C	A	3	0	0	67	0	0	0	33	0	113	25	33	4	
	GATWICK	SUNWAYS	C	D	2	0	1	0	100	0	0	0	0	17	0	36	3	
	GLASGOW	SUNWAYS	C	A	4	0	0	25	0	50	25	0	0	63	0	0	0	
	GLASGOW	SUNWAYS	C	D	3	0	1	33	0	33	33	0	0	55	0	0	0	
	MANCHESTER	SUNWAYS	C	A	6	1	1	67	0	0	17	17	0	65	75	19	4	
	MANCHESTER	SUNWAYS	C	D	5	0	2	60	20	0	0	0	20	251	0	61	3	
	NEWCASTLE	SUNWAYS	C	A	4	0	0	50	0	25	25	0	0	48	0	0	0	
	NEWCASTLE	SUNWAYS	C	D	3	0	1	33	0	33	33	0	0	77	0	0	0	
	STANSTED	SUNWAYS	C	A	4	0	1	100	0	0	0	0	0	-24	0	0	0	
	STANSTED	SUNWAYS	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	8	0	0	88	13	0	0	0	0	-6	78	16	9	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	8	1	0	0	63	38	0	0	0	32	44	37	9	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995				
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
IZMIR (ADNAM MENDERES)																	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>308</b>	<b>12</b>	<b>25</b>	<b>60</b>	<b>15</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>41</b>	<b>41</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
JAKARTA (SOEKARNO-HATT)	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	67	17	17	0	0	0	9	56	18	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	12	18	6	0	0	16	56	16	18
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>31</b>	<b>31</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	2	88	0	0	6	6	0	15	88	8	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	1	88	0	0	6	6	0	15	83	7	18
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	18	0	0	56	33	11	0	0	10	94	5	17	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	72	22	6	0	0	14	41	29	17	
<b>TOTAL JEDDAH</b>					<b>69</b>	<b>1</b>	<b>3</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>12</b>
JEREZ	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	78	22	0	0	0	11	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	78	22	0	0	0	11	0	0	0	
<b>TOTAL JEREZ</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>-2</b>	<b>-2</b>	
JERSEY	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	33	3	0	91	6	3	0	0	1	97	0	37	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	33	2	0	97	3	0	0	0	1	83	21	36	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	4	0	0	50	25	25	0	0	19	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	4	0	0	25	25	50	0	0	24	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	A	9	2	1	67	11	11	11	0	19	92	-4	12	
	GLASGOW	BMI BRITISH MIDLAND	S	D	10	1	0	80	10	10	0	0	7	92	2	13	
	LUTON	BMI BRITISH MIDLAND	S	A	4	1	5	75	0	0	25	0	26	88	9	8	
	LUTON	BMI BRITISH MIDLAND	S	D	4	1	4	50	25	0	25	0	24	88	16	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	0	82	12	4	2	0	8	88	6	123	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	121	0	0	92	7	1	1	0	-1	91	0	123	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	0	0	0	100	0	0	44	100	13	1	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	0	0	100	0	0	44	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	75	1	0	80	11	8	1	0	6	77	12	56	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	1	0	97	3	0	0	0	-2	86	6	56	
	GATWICK	CITY FLYER EXPRESS	S	A	123	1	2	81	11	4	2	1	10	68	12	121	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
JERSEY																		
	GATWICK	CITY FLYER EXPRESS	S	D	124	0	2	86	10	4	0	0	0	6	84	7	121	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	4	0	0	50	25	0	25	0	0	23	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	72	0	0	90	1	4	4	0	0	1	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	36	0	0	94	3	0	3	0	0	6	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	128	1	1	82	11	6	1	0	0	8	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	127	1	3	92	6	1	2	0	0	5	0	0	0	
	MANCHESTER	KLM UK LTD	C	A	4	0	0	75	25	0	0	0	0	3	100	4	1	
	MANCHESTER	KLM UK LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	13	1	
	NEWCASTLE	KLM UK LTD	C	A	2	0	1	100	0	0	0	0	0	1	0	0	0	
	STANSTED	KLM UK LTD	S	A	32	0	3	88	6	3	0	3	0	5	89	0	28	
	STANSTED	KLM UK LTD	S	D	32	0	3	84	9	3	0	3	0	14	75	24	28	
<b>TOTAL JERSEY</b>					<b>1157</b>	<b>19</b>	<b>28</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>7</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	26	10	3	0	0	13	96	-1	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	19	3	3	0	0	10	71	12	21	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	31	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	33	33	0	33	0	0	43	0	0	0	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	28	0	2	21	21	29	21	4	4	90	29	50	28	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	0	50	23	13	10	0	3	46	54	22	24	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	31	23	23	15	0	8	100	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	1	0	77	23	0	0	0	0	6	0	0	0	
<b>TOTAL JOHANNESBURG</b>					<b>152</b>	<b>1</b>	<b>2</b>	<b>53</b>	<b>22</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>41</b>	<b>60</b>	<b>22</b>	<b>22</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
KALAMATA																		
	GATWICK	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	5	75	11	4	
	GATWICK	AIR 2000	C	D	2	0	1	50	50	0	0	0	0	13	67	8	3	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	87	33	18	3	
<b>TOTAL KALAMATA</b>					<b>12</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>8</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>16</b>	<b>16</b>	
KANO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
<b>TOTAL KANO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	78	11	11	0	0	0	8	22	39	18	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	46	38	15	0	0	0	15	71	14	17	
<b>TOTAL KARACHI</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>26</b>	<b>26</b>	
KARUP																		
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	100	0	0	0	0	0	-4	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	3	0	1	100	0	0	0	0	0	-1	0	0	0	
<b>TOTAL KARUP</b>					<b>6</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KATHMANDU																		
	GATWICK	ROYAL NEPAL AIRLINES	S	A	8	0	0	0	13	50	38	0	0	64	0	203	8	
	GATWICK	ROYAL NEPAL AIRLINES	S	D	8	0	0	25	25	25	25	0	0	47	0	201	8	
<b>TOTAL KATHMANDU</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>38</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>202</b>	<b>202</b>	
KATOWICE																		
KAVALLA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	12	75	7	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-1	100	-4	3	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	0	33	0	85	50	23	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	5	100	4	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	2	50	21	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	3	100	-4	3	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KAVALLA																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	3	40	14	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	12	60	11	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	20	0	0	0	6	80	16	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	100	0	5	
<b>TOTAL KAVALLA</b>					<b>33</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>10</b>	<b>10</b>	
KEFALLINIA																		
	BIRMINGHAM	AIR 2000	C	A	3	0	0	67	0	0	33	0	0	4	100	-21	4	
	BIRMINGHAM	AIR 2000	C	D	2	0	1	100	0	0	0	0	0	-10	100	-15	3	
	GATWICK	AIR 2000	C	A	3	0	0	33	0	67	0	0	0	15	75	2	4	
	GATWICK	AIR 2000	C	D	2	0	1	100	0	0	0	0	0	1	50	16	4	
	MANCHESTER	AIR 2000	C	A	3	0	0	67	0	0	33	0	0	44	75	3	4	
	MANCHESTER	AIR 2000	C	D	2	0	1	50	50	0	0	0	0	16	67	13	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	29	75	13	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	29	100	6	3	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	22	0	0	0	12	63	16	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	86	14	0	0	0	0	11	67	15	6	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	40	0	0	35	75	5	4	
	LUTON	BRITANNIA AIRWAYS	C	D	3	2	1	67	33	0	0	0	0	10	100	-1	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	0	20	0	61	71	9	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	2	60	20	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	33	0	0	67	0	0	67	0	21	1	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	27	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	0	20	20	0	60	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	1	0	0	50	25	25	0	98	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	28	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	39	0	0	0	
<b>TOTAL KEFALLINIA</b>					<b>82</b>	<b>2</b>	<b>5</b>	<b>57</b>	<b>13</b>	<b>10</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>72</b>	<b>14</b>	<b>14</b>	
KEFLAVIK																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	33	22	33	11	0	0	29	0	0	0	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KEFLAVIK																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	56	11	33	0	0	0	20	0	0	0	
	EDINBURGH	ICELANDAIR	C	A	5	1	1	80	0	0	0	0	20	277	0	0	0	
	EDINBURGH	ICELANDAIR	C	D	4	1	1	50	25	0	0	0	25	225	0	0	0	
	GLASGOW	ICELANDAIR	S	A	22	0	0	91	0	5	0	5	0	6	94	-1	17	
	GLASGOW	ICELANDAIR	S	D	21	2	0	81	10	5	5	0	0	10	79	14	19	
	HEATHROW	ICELANDAIR	S	A	33	0	0	70	15	15	0	0	0	5	60	14	30	
	HEATHROW	ICELANDAIR	S	D	33	0	0	79	21	0	0	0	0	4	53	15	30	
	NEWCASTLE	ICELANDAIR	C	A	5	2	0	40	0	0	20	40	0	124	0	0	0	
	NEWCASTLE	ICELANDAIR	C	D	5	1	1	40	0	0	40	20	0	85	0	0	0	
<b>TOTAL KEFLAVIK</b>					<b>149</b>	<b>8</b>	<b>5</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>60</b>	<b>18</b>	<b>18</b>	
KERRY COUNTY																		
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	12	0	2	83	17	0	0	0	0	1	93	-8	14	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	12	0	2	92	8	0	0	0	0	3	100	-1	14	
<b>TOTAL KERRY COUNTY</b>					<b>24</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>-5</b>	<b>-5</b>	
KHARTOUM																		
	HEATHROW	SUDAN AIRWAYS	S	A	4	1	3	25	0	25	25	25	0	98	44	78	9	
	HEATHROW	SUDAN AIRWAYS	S	D	5	0	3	60	20	0	20	0	0	-9	33	27	9	
<b>TOTAL KHARTOUM</b>					<b>9</b>	<b>1</b>	<b>6</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>52</b>	<b>52</b>	
KIEV (BORISPOL)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	100	0	0	0	0	0	-5	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	92	8	0	0	0	0	5	0	0	0	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	18	0	0	67	28	0	0	0	6	30	82	7	17	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	18	0	0	50	33	6	6	0	6	45	76	14	17	
<b>TOTAL KIEV (BORISPOL)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>79</b>	<b>11</b>	<b>11</b>	
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	13	0	0	54	15	23	8	0	0	20	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	D	12	1	1	67	17	0	17	0	0	26	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	31	38	8	23	0	0	44	31	34	13	
<b>TOTAL KINGSTON</b>					<b>39</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>23</b>	<b>10</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>27</b>	<b>37</b>	<b>37</b>	
KIRKWALL																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	19	0	0	68	11	16	5	0	0	15	76	11	21	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	19	0	0	84	11	5	0	0	0	6	95	6	21	
	EDINBURGH	LOGANAIR	S	A	27	0	0	74	15	7	0	4	0	16	0	0	0	
	EDINBURGH	LOGANAIR	S	D	27	0	0	70	15	7	7	0	0	17	0	0	0	
<b>TOTAL KIRKWALL</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>6</b>	<b>6</b>	
KLAGENFURT																		
KOS																		
	BIRMINGHAM	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	-17	100	-8	4	
	BIRMINGHAM	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	0	100	1	3	
	GATWICK	AIR 2000	C	A	11	0	0	73	18	9	0	0	0	8	86	-1	7	
	GATWICK	AIR 2000	C	D	9	0	0	100	0	0	0	0	0	3	100	2	5	
	MANCHESTER	AIR 2000	C	A	9	0	1	78	0	22	0	0	0	3	42	28	12	
	MANCHESTER	AIR 2000	C	D	8	0	1	100	0	0	0	0	0	-6	70	22	10	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	15	0	0	0	
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	2	0	1	100	0	0	0	0	0	-2	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-4	100	0	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	17	50	12	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	24	100	7	5	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	0	50	0	155	50	-1	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	0	50	0	172	100	2	1	
	LUTON	BRITANNIA AIRWAYS	C	A	3	1	0	100	0	0	0	0	0	0	50	5	4	
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	5	100	8	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	-8	50	29	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	71	29	0	0	0	0	5	70	17	10	
	GATWICK	CHALLENGAIR	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KOS																	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	32	31	58	13
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	27	22	46	9
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	16	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	1	67	33	0	0	0	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-24	25	51	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	8	67	20	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	1	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	13	0	0	-9	50	62	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	1	71	14	0	14	0	0	17	57	51	7
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	6	0	0	100	0	0	0	0	0	-26	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	17	0	0	0	0	6	0	0	0
<b>TOTAL KOS</b>					<b>146</b>	<b>2</b>	<b>6</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>24</b>	<b>24</b>
KRISTIANSAND (KJEVIK)																	
	GATWICK	MAERSK AIR	S	A	27	0	0	74	19	7	0	0	0	9	85	9	26
	GATWICK	MAERSK AIR	S	D	27	0	0	78	22	0	0	0	0	10	63	16	27
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>12</b>
KUALA LUMPUR (SEPANG)																	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	2	44	37	16	3	0	0	19	51	24	61
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	61	1	2	72	26	0	2	0	0	7	68	19	62
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>123</b>	<b>1</b>	<b>4</b>	<b>58</b>	<b>32</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>21</b>	<b>21</b>
KUWAIT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	96	0	0	0	0	4	2	100	-10	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	89	7	0	0	4	0	15	64	10	22
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	58	32	10	0	0	0	12	65	5	31
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	52	32	6	10	0	0	20	58	17	31
<b>TOTAL KUWAIT</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>70</b>	<b>6</b>	<b>6</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LA CORUNA																		
	GATWICK	AVIACO	S	A	3	0	0	100	0	0	0	0	0	-9	0	0	0	
	GATWICK	AVIACO	S	D	3	0	0	67	33	0	0	0	0	7	0	0	0	
	STANSTED	AVIACO	S	A	11	0	0	100	0	0	0	0	0	-8	0	0	0	
	STANSTED	AVIACO	S	D	11	0	0	91	9	0	0	0	0	5	0	0	0	
<b>TOTAL LA CORUNA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LAGOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	-2	65	29	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	23	39	29	10	0	0	32	68	27	31	
	HEATHROW	NIGERIA AIRWAYS	S	A	12	0	3	25	17	33	25	0	0	40	31	65	13	
	HEATHROW	NIGERIA AIRWAYS	S	D	12	0	3	42	25	17	17	0	0	34	62	32	13	
<b>TOTAL LAGOS</b>					<b>86</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>22</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>34</b>	<b>34</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	44	33	0	0	0	22	0	0	0	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	0	78	11	11	0	0	33	0	0	0	
<b>TOTAL LAHORE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LAMETIA-TERME																		
LARNACA																		
	BIRMINGHAM	AIR 2000	S	A	5	0	0	80	20	0	0	0	0	8	100	-10	13	
	BIRMINGHAM	AIR 2000	S	D	5	0	0	100	0	0	0	0	0	-6	92	2	13	
	GATWICK	AIR 2000	S	A	23	0	0	43	22	9	26	0	0	33	73	4	30	
	GATWICK	AIR 2000	S	D	22	0	0	82	9	5	5	0	0	14	72	11	29	
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	21	100	-16	4	
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	8	100	-6	3	
	LUTON	AIR 2000	C	A	5	0	0	60	40	0	0	0	0	9	60	11	5	
	LUTON	AIR 2000	C	D	5	0	0	20	60	20	0	0	0	19	60	12	5	
	MANCHESTER	AIR 2000	S	A	9	0	0	44	33	22	0	0	0	16	75	14	4	
	MANCHESTER	AIR 2000	S	D	9	0	0	78	0	22	0	0	0	9	75	27	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	67	33	0	0	0	0	-2	60	23	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	80	9	5	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LARNACA	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-4	60	25	5
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	3	78	6	9
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	1	75	0	0	25	0	0	26	80	5	10
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	13	25	0	0	23	89	6	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	0	25	25	0	0	34	78	5	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	83	9	6	3	0	0	0	93	-9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	71	23	6	0	0	0	11	68	16	31
	LUTON	CALEDONIAN AIRWAYS	C	A	6	1	1	50	0	17	33	0	0	50	0	170	8
	LUTON	CALEDONIAN AIRWAYS	C	D	5	1	1	40	20	0	40	0	0	57	33	100	6
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	22	44	11	22	0	0	32	38	43	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	33	22	44	0	0	0	25	25	46	8
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	9	0	0	44	11	33	11	0	0	38	0	78	9
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	9	0	0	11	44	33	0	11	0	63	13	188	8
	GATWICK	CYPRUS AIRWAYS	S	A	9	1	0	33	22	33	11	0	0	34	36	67	14
	GATWICK	CYPRUS AIRWAYS	S	D	9	1	0	11	44	22	22	0	0	41	21	74	14
	HEATHROW	CYPRUS AIRWAYS	S	A	46	0	0	41	17	30	2	4	4	51	36	43	39
	HEATHROW	CYPRUS AIRWAYS	S	D	39	0	3	69	18	10	3	0	0	15	64	22	39
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	89	0	0	0	11	0	16	58	34	12
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	44	33	11	0	11	0	33	58	45	12
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	11	1	0	36	9	18	9	27	0	81	0	0	0
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	10	2	1	20	20	20	20	20	0	78	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	40	0	20	40	0	0	38	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	40	0	20	40	0	0	44	0	0	0
	LUTON	MONARCH AIRLINES	C	A	15	0	0	47	20	0	33	0	0	36	85	11	13
	LUTON	MONARCH AIRLINES	C	D	15	0	0	47	0	20	33	0	0	41	62	24	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	0	20	0	0	28	0	191	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	29	25	112	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	38	37	8

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
LARNACA																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	88	9	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	22	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0	
<b>TOTAL LARNACA</b>					<b>465</b>	<b>9</b>	<b>14</b>	<b>57</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>31</b>	<b>31</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	100	-38	6		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	12	80	3	5		
	GATWICK	AIR 2000	C	A	4	0	0	25	25	25	0	0	25	229	56	24	16	
	GATWICK	AIR 2000	C	D	4	0	0	75	0	0	25	0	15	67	13	15		
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	-20	100	-22	5		
	GLASGOW	AIR 2000	C	D	4	0	0	75	25	0	0	0	9	100	-3	5		
	MANCHESTER	AIR 2000	C	A	17	0	0	88	6	0	6	0	8	72	16	18		
	MANCHESTER	AIR 2000	C	D	14	0	1	86	7	0	7	0	10	71	28	17		
	NEWCASTLE	AIR 2000	C	A	3	0	0	100	0	0	0	0	1	0	0	0		
	NEWCASTLE	AIR 2000	C	D	3	0	0	100	0	0	0	0	-1	0	0	0		
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	2	0	0	50	50	0	0	0	16	0	0	0		
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	2	0	0	50	0	50	0	0	28	0	0	0		
	GATWICK	AIR EUROPA	C	A	8	0	0	63	13	0	25	0	30	100	0	4		
	GATWICK	AIR EUROPA	C	D	8	0	0	50	25	0	25	0	34	100	7	3		
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	0	25	25	0	69	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	4	0	0	50	0	25	0	25	0	68	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	0	0	29	14	43	14	0	32	78	5	9		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	6	1	0	50	17	17	17	0	31	88	4	8		
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	13	0	0	17	67	14	9		
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	8	67	12	9		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	-10	75	1	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	2	80	8	5		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	2	100	2	4		
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	4	100	2	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	60	20	10	10	0	30	79	5	14		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
LAS PALMAS																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	25	77	15	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	5	0	0	0		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	-1	0	0	0		
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	6	100	-11	5		
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	2	100	-1	5		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	20	0	0	1	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	8	0	0	0		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	0	50	0	64	56	14	9		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	2	0	0	0	50	0	50	0	70	67	13	9		
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	50	0	0	50	0	26	0	0	0		
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	50	0	0	50	0	27	0	0	0		
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	0	50	50	0	0	28	0	0	0		
	MANCHESTER	FUTURA AIRLINES	C	D	2	0	0	50	0	50	0	0	21	0	0	0		
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	25	0	25	50	0	74	100	-7	5		
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	0	25	50	25	0	68	100	-4	5		
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	1	0	38	25	25	13	0	35	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	D	7	1	0	57	14	14	14	0	33	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	11	44	22	22	0	42	47	26	19		
	GATWICK	MONARCH AIRLINES	C	D	8	0	1	50	13	25	13	0	30	79	15	19		
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	4	100	-12	5		
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	-4	100	-8	5		
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	33	17	33	17	0	32	29	55	7		
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	1	55	27	18	0	0	14	100	1	6		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	1	1	63	0	13	25	0	30	50	29	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	25	0	0	14	50	18	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	23	15	31	15	15	78	80	7	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	62	0	15	8	15	59	75	12	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	1	0	67	11	11	11	0	12	100	-21	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	13	13	0	11	100	2	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	23	0	31	0	43	33	58	9		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LAS PALMAS	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	54	8	0	38	0	0	46	25	48	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	40	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	50	0	0	47	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	11	25	78	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	20	0	61	3
	GLASGOW	OASIS INTERNATIONAL	C	A	4	0	0	0	0	25	75	0	0	86	70	6	10
	GLASGOW	OASIS INTERNATIONAL	C	D	4	0	0	0	0	25	75	0	0	91	44	18	9
	EDINBURGH	SPANAIR	C	A	4	0	0	75	0	25	0	0	0	18	0	0	0
	EDINBURGH	SPANAIR	C	D	3	0	0	67	0	0	33	0	0	27	0	0	0
	MANCHESTER	SPANAIR	C	A	12	0	0	75	8	0	17	0	0	21	0	0	0
	MANCHESTER	SPANAIR	C	D	10	0	1	70	20	0	10	0	0	15	0	0	0
	GATWICK	TRANSAER	C	A	3	0	0	100	0	0	0	0	0	-9	0	0	0
	GATWICK	TRANSAER	C	D	3	0	0	67	0	33	0	0	0	17	0	0	0
	MANCHESTER	VIVA	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LAS PALMAS</b>					<b>416</b>	<b>5</b>	<b>5</b>	<b>61</b>	<b>13</b>	<b>11</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>70</b>	<b>16</b>	<b>16</b>
LE HAVRE	MANCHESTER	EUROPEAN AIRWAYS LTD	S	A	26	0	1	42	42	15	0	0	0	20	0	0	0
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	D	44	0	2	73	11	14	2	0	0	13	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	50	0	1	56	18	20	6	0	0	18	0	0	0
<b>TOTAL LE HAVRE</b>					<b>120</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>21</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>40</b>	<b>40</b>
LEEDS BRADFORD	GLASGOW	BMI BRITISH MIDLAND	S	A	72	0	1	100	0	0	0	0	0	-1	85	9	52
	GLASGOW	BMI BRITISH MIDLAND	S	D	72	0	1	96	3	1	0	0	0	90	9	52	
	HEATHROW	BMI BRITISH MIDLAND	S	A	142	0	1	79	11	6	3	1	0	10	85	8	141
	HEATHROW	BMI BRITISH MIDLAND	S	D	138	0	1	86	8	4	2	0	0	5	89	5	140
	GATWICK	CITY FLYER EXPRESS	S	A	75	0	2	59	23	16	3	0	0	18	79	10	56
	GATWICK	CITY FLYER EXPRESS	S	D	75	0	2	64	13	16	7	0	0	18	82	10	56
	EDINBURGH	GILL AIRWAYS	S	A	83	0	0	95	1	2	1	0	0	2	0	0	0
	EDINBURGH	GILL AIRWAYS	S	D	82	0	1	94	1	4	1	0	0	2	0	0	0



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LEEDS BRADFORD																	
<b>TOTAL LEEDS BRADFORD</b>					<b>740</b>	<b>1</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>8</b>
LEIPZIG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	13	3	3	0	0	7	90	1	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	13	0	0	8	97	0	31	
	HEATHROW	LUFTHANSA	S	A	50	0	0	58	30	8	4	0	0	17	64	17	45
	HEATHROW	LUFTHANSA	S	D	27	0	0	81	7	11	0	0	5	85	5	27	
<b>TOTAL LEIPZIG</b>					<b>139</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>7</b>	<b>7</b>
LEMNOS																	
<b>TOTAL LEMNOS</b>					<b>3</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEUCHARS																	
LIBREVILLE																	
	GATWICK	AIR GABON	S	A	4	0	0	50	25	25	0	0	0	19	0	0	0
	GATWICK	AIR GABON	S	D	4	0	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL LIBREVILLE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
LILLE																	
LILONGWE																	
	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	8	0	0	0
<b>TOTAL LILONGWE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>14</b>	<b>14</b>
LIMOGES																	
<b>TOTAL LIMOGES</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
LINZ																	
LISBON																	
	HEATHROW	AIR PORTUGAL	S	A	90	0	0	83	10	6	1	0	0	5	86	3	91
	HEATHROW	AIR PORTUGAL	S	D	90	0	0	89	8	2	1	0	0	2	86	8	90
	GATWICK	AIRWORLD AVIATION LTD	C	A	4	0	0	75	0	0	0	25	0	63	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	3	0	1	67	0	0	0	33	0	68	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	4	0	0	50	0	25	25	0	0	48	80	37	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LISBON																		
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	3	0	1	100	0	0	0	0	0	-3	75	54	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	70	20	8	2	0	0	10	62	24	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	89	6	4	0	0	0	5	84	6	93	
	GATWICK	SATA	C	A	9	0	0	33	22	22	0	11	11	104	0	0	0	
	GATWICK	SATA	C	D	9	0	0	33	33	11	0	11	11	101	0	0	0	
<b>TOTAL LISBON</b>					<b>400</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>12</b>	
LIVERPOOL																		
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	20	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	3	1	0	67	0	33	0	0	0	-12	0	0	0	
<b>TOTAL LIVERPOOL</b>					<b>5</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	29	0	0	62	24	14	0	0	0	13	67	18	27	
	HEATHROW	ADRIA AIRWAYS	S	D	29	0	0	79	14	3	0	3	0	12	63	19	27	
<b>TOTAL LJUBLJANA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>18</b>	<b>18</b>	
LONDON CITY																		
	EDINBURGH	KLM UK LTD	S	A	77	0	0	96	3	1	0	0	0	-6	0	0	0	
	EDINBURGH	KLM UK LTD	S	D	77	0	0	92	5	1	1	0	0	6	0	0	0	
<b>TOTAL LONDON CITY</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	87	3	3	6	0	0	2	58	17	31	
	HEATHROW	AMERICAN AIRLINES	S	D	30	1	0	90	10	0	0	0	0	6	90	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	5	6	3	0	0	-1	84	1	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	10	8	2	0	0	10	81	11	62	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	58	29	10	3	0	0	13	48	35	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	84	3	3	10	0	0	10	74	21	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	3	0	6	0	0	-4	90	-17	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	39	42	13	3	3	0	28	65	16	31	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>309</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>10</b>	<b>10</b>	
LUSAKA																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LUSAKA	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	0	0	11	72	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	1	1	63	13	13	13	0	0	24	0	0	0
<b>TOTAL LUSAKA</b>					<b>17</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>49</b>	<b>44</b>	<b>20</b>	<b>20</b>
LUTON	EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	A	86	0	0	79	5	8	8	0	0	12	0	0	0
	EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	D	86	0	0	85	8	7	0	0	0	9	0	0	0
	GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	A	67	1	1	94	6	0	0	0	0	1	0	0	0
	GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	D	68	0	0	96	4	0	0	0	0	2	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-3	100	7	1
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	A	23	0	0	74	13	9	4	0	0	13	0	0	0
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	D	26	0	0	92	4	4	0	0	0	3	0	0	0
<b>TOTAL LUTON</b>					<b>359</b>	<b>2</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-5</b>	<b>-5</b>
LUXEMBOURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	52	30	15	4	0	0	19	70	11	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	89	4	7	0	0	0	2	93	3	27
	HEATHROW	LUXAIR	S	A	58	0	0	76	19	0	5	0	0	12	72	12	57
	HEATHROW	LUXAIR	S	D	58	0	0	91	3	2	3	0	0	3	84	4	57
	MANCHESTER	LUXAIR	S	A	21	0	0	90	10	0	0	0	0	4	77	8	22
	MANCHESTER	LUXAIR	S	D	21	0	0	100	0	0	0	0	0	-5	100	-3	22
	STANSTED	LUXAIR	S	A	27	0	0	74	26	0	0	0	0	9	67	12	27
	STANSTED	LUXAIR	S	D	27	0	0	100	0	0	0	0	0	0	93	9	27
<b>TOTAL LUXEMBOURG</b>					<b>267</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>7</b>	<b>7</b>
LUXOR	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	9	55	27	9	0	0	34	60	22	5
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	82	0	9	9	0	0	13	100	1	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	46	23	23	0	8	0	39	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	1	75	17	0	8	0	0	15	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
LUXOR																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	1	0	50	38	0	13	0	0	19	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	35	0	0	0
	HEATHROW	EGYPT AIR	S	A	4	0	0	0	25	0	75	0	0	59	100	-18	5
	HEATHROW	EGYPT AIR	S	D	4	0	0	25	0	0	75	0	0	48	80	29	5
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	40	100	-3	4
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	10	75	10	4
<b>TOTAL LUXOR</b>					<b>71</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>24</b>	<b>11</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>64</b>	<b>22</b>	<b>22</b>
LYON																	
	HEATHROW	AIR FRANCE	S	A	14	0	0	57	29	7	7	0	0	21	68	10	80
	HEATHROW	AIR FRANCE	S	D	14	0	0	71	21	0	7	0	0	10	81	8	80
	HEATHROW	AIR INTER EUROPE	S	A	43	0	0	53	28	16	2	0	0	18	0	0	0
	HEATHROW	AIR INTER EUROPE	S	D	43	0	0	86	9	2	2	0	0	5	0	0	0
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	84	0	5	86	11	4	0	0	0	8	83	11	29
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	84	0	5	87	13	0	0	0	0	7	80	11	30
	MANCHESTER	AIR LITTORAL	S	A	30	0	2	83	10	7	0	0	0	1	90	-2	39
	MANCHESTER	AIR LITTORAL	S	D	30	0	2	100	0	0	0	0	0	-1	87	0	39
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	3	75	19	7	0	0	0	9	83	6	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	3	92	5	2	2	0	0	2	84	4	92
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	30	0	0	87	3	3	7	0	0	4	89	1	28
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	30	0	0	87	0	0	13	0	0	12	72	15	29
<b>TOTAL LYON</b>					<b>521</b>	<b>1</b>	<b>21</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>6</b>	<b>6</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
MAASTRICHT																		
	GATWICK	B A S E BUSINESS AIRLINES	S	A	45	0	5	18	58	20	4	0	0	28	59	21	49	
	GATWICK	B A S E BUSINESS AIRLINES	S	D	49	0	1	39	39	16	6	0	0	24	71	22	49	
	STANSTED	KLM EXEL	S	A	76	0	1	75	12	8	5	0	0	14	89	8	70	
	STANSTED	KLM EXEL	S	D	75	0	2	87	8	1	4	0	0	7	89	7	71	
<b>TOTAL MAASTRICHT</b>					<b>245</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>13</b>	<b>13</b>	
MADRAS/CHENNAI																		
MADRID																		
	GATWICK	AIR EUROPA	S	A	27	0	0	30	26	30	15	0	0	34	0	0	0	
	GATWICK	AIR EUROPA	S	D	27	0	0	67	19	11	4	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	35	27	26	11	1	0	32	82	5	93	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	68	16	13	3	0	0	15	82	10	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	40	23	25	13	0	0	30	74	23	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	71	15	9	6	0	0	14	69	20	93	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	54	0	0	39	15	24	22	0	0	33	85	8	27	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	54	0	0	69	17	9	6	0	0	15	85	12	27	
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	31	0	1	58	13	13	13	3	0	27	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	30	0	1	83	7	10	0	0	0	8	0	0	0	
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	A	30	1	0	40	20	27	13	0	0	30	0	0	0	
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	D	31	0	0	81	10	10	0	0	0	6	0	0	0	
	GATWICK	IBERIA	S	A	27	0	0	26	26	26	22	0	0	39	80	10	56	
	GATWICK	IBERIA	S	D	27	0	0	19	30	37	15	0	0	39	91	6	56	
	HEATHROW	IBERIA	S	A	149	0	2	54	18	16	10	1	1	27	84	3	149	
	HEATHROW	IBERIA	S	D	149	0	2	61	19	11	8	1	0	17	87	5	149	
	MANCHESTER	IBERIA	S	A	31	0	0	94	6	0	0	0	0	-7	100	-2	3	
	MANCHESTER	IBERIA	S	D	31	0	0	77	23	0	0	0	0	4	67	10	3	
	STANSTED	KLM UK LTD	S	A	10	0	1	50	40	10	0	0	0	13	71	13	31	
	STANSTED	KLM UK LTD	S	D	11	0	0	73	27	0	0	0	0	9	71	15	31	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	0	25	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MADRID	GATWICK	SPANAIR	C	A	9	0	0	33	33	22	11	0	0	26	56	24	9	
	GATWICK	SPANAIR	C	D	9	0	0	44	33	11	11	0	0	28	56	15	9	
<b>TOTAL MADRID</b>					<b>1175</b>	<b>1</b>	<b>7</b>	<b>56</b>	<b>19</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>11</b>	<b>11</b>	
MAHON	BIRMINGHAM	AIR 2000	C	A	8	0	0	75	25	0	0	0	0	-13	100	-5	9	
	BIRMINGHAM	AIR 2000	C	D	7	0	1	86	0	14	0	0	0	5	86	37	7	
	GATWICK	AIR 2000	C	A	13	0	0	54	15	15	8	8	0	39	67	36	12	
	GATWICK	AIR 2000	C	D	12	0	1	58	17	17	8	0	0	24	82	7	11	
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	-2	75	18	4	
	GLASGOW	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	-7	67	28	3	
	LUTON	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-4	80	-5	5	
	LUTON	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	2	75	11	4	
	MANCHESTER	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	8	89	14	9	
	MANCHESTER	AIR 2000	C	D	3	0	2	67	0	0	0	33	0	70	100	-2	6	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-10	0	0	0	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	4	0	0	0	
	STANSTED	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	10	100	-17	5	
	STANSTED	AIR 2000	C	D	3	0	1	67	33	0	0	0	0	9	100	4	4	
	GATWICK	AIRWORLD AVIATION LTD	C	A	3	0	0	33	33	0	0	33	0	69	75	11	4	
	GATWICK	AIRWORLD AVIATION LTD	C	D	2	0	1	50	0	0	50	0	0	39	67	7	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	11	22	0	0	30	75	7	12	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	7	0	0	71	0	14	14	0	0	17	89	5	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	41	29	24	0	0	6	50	65	16	20	
	GATWICK	BRITANNIA AIRWAYS	C	D	14	0	0	79	14	7	0	0	0	9	67	19	15	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-3	50	107	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-2	33	155	3	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	-14	75	-1	8	
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	1	100	0	0	0	0	0	-1	83	11	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	65	12	18	6	0	0	14	90	-3	20	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	50	29	14	7	0	0	28	94	5	16	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MAHON																		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	0	25	0	0	34	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	6	0	0	83	0	0	17	0	0	16	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	13	0	0	16	100	-10	9	
	STANSTED	BRITANNIA AIRWAYS	C	D	6	0	0	67	0	0	33	0	0	29	100	3	6	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	1	0	60	0	20	20	0	0	28	60	86	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	1	40	0	20	20	20	0	100	60	27	5	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	1	100	0	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	2	0	1	50	50	0	0	0	0	9	100	-4	3	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	2	0	1	100	0	0	0	0	0	3	0	0	0	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	2	0	1	50	50	0	0	0	0	17	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	3	1	2	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	100	0	0	0	0	0	11	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	100	0	0	0	0	21	25	34	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	0	0	25	0	0	34	50	8	4	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	12	0	0	25	58	8	8	0	0	22	29	54	7	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	12	0	0	50	50	0	0	0	0	12	50	64	6	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	0	3	50	18	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	3	0	1	67	33	0	0	0	0	14	100	1	3	
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	1	100	0	0	0	0	0	6	33	14	6	
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	100	0	0	0	0	0	2	50	17	6	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	17	67	0	17	0	0	33	38	26	13	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	75	8	0	17	0	0	18	69	14	13	
	LUTON	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	9	89	3	9	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-1	50	16	4	
	LUTON	MONARCH AIRLINES	S	D	8	0	0	88	0	13	0	0	0	5	78	7	9	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	13	50	18	4	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	50	25	13	13	0	0	24	50	8	4	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	1	88	0	0	13	0	0	9	100	9	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	80	50	8	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	0	33	33	33	0	121	67	13	3	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MAHON	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-14	0	0	0
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	8	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	0	22	0	0	23	67	19	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	1	71	0	0	29	0	0	35	56	18	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	11	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	0	0	89	5	0	5	0	0	3	48	56	21
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	0	94	0	0	6	0	0	4	13	86	16
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-9	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	0	33	0	0	0	4	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	0	11	0	29	63	17	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	7	0	1	71	0	14	0	14	0	50	83	16	6
	GLASGOW	VIVA	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0
	GLASGOW	VIVA	C	D	2	0	0	100	0	0	0	0	0	-15	0	0	0
	MANCHESTER	VIVA	C	A	4	0	0	75	25	0	0	0	0	-4	0	0	0
	MANCHESTER	VIVA	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL MAHON</b>					<b>476</b>	<b>3</b>	<b>29</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>21</b>	<b>21</b>
MALAGA	BIRMINGHAM	AIR 2000	C	A	8	0	0	38	38	13	13	0	0	34	100	-8	9
	BIRMINGHAM	AIR 2000	C	D	8	0	0	75	25	0	0	0	0	2	100	-5	9
	GATWICK	AIR 2000	C	A	16	0	0	38	19	19	25	0	0	37	67	16	18
	GATWICK	AIR 2000	C	D	16	0	0	63	19	6	13	0	0	21	82	13	17
	GLASGOW	AIR 2000	C	A	8	1	0	38	63	0	0	0	0	16	92	4	12
	GLASGOW	AIR 2000	C	D	8	0	0	63	25	13	0	0	0	9	92	6	13
	LUTON	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-3	100	-2	4
	LUTON	AIR 2000	C	D	3	1	0	100	0	0	0	0	0	4	75	10	4
	MANCHESTER	AIR 2000	C	A	16	0	0	25	6	38	31	0	0	49	73	36	22
	MANCHESTER	AIR 2000	C	D	16	0	0	44	13	19	25	0	0	36	76	41	21
	NEWCASTLE	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MALAGA																		
	GATWICK	AIR ATLANTA ICELANDIC	C	A	9	0	0	22	0	0	67	11	0	97	0	46	1	
	GATWICK	AIR ATLANTA ICELANDIC	C	D	9	0	0	33	11	0	56	0	0	77	0	79	2	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	5	0	0	20	20	20	40	0	0	72	20	62	5	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	5	0	0	20	20	0	60	0	0	78	0	72	5	
	GLASGOW	AIR EUROPA	C	A	5	0	0	20	20	20	20	20	0	100	50	35	4	
	GLASGOW	AIR EUROPA	C	D	4	0	1	25	0	50	25	0	0	64	25	68	4	
	LUTON	AIR EUROPA	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0	
	LUTON	AIR EUROPA	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0	
	MANCHESTER	AIR EUROPA	C	A	8	0	0	25	25	13	25	13	0	65	0	0	0	
	MANCHESTER	AIR EUROPA	C	D	8	0	0	25	25	13	25	13	0	74	0	0	0	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	80	20	0	0	0	0	3	63	29	8	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	5	0	0	80	20	0	0	0	0	0	63	28	8	
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	4	0	0	0	0	100	0	0	0	39	67	12	6	
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	4	0	0	25	75	0	0	0	0	21	100	-2	6	
	NEWCASTLE	BRITANNIA AB	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0	
	NEWCASTLE	BRITANNIA AB	C	D	2	0	0	50	50	0	0	0	0	18	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	11	0	0	0	10	78	16	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	5	67	14	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	13	13	0	0	25	73	11	15	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	22	0	0	19	93	4	15	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	7	40	26	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	11	4	
	LUTON	BRITANNIA AIRWAYS	C	A	3	1	1	33	0	0	0	0	67	333	100	-2	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	-5	100	1	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	36	36	29	0	0	0	20	69	20	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	79	21	0	0	0	0	4	85	15	13	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	8	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	0	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	40	0	0	39	100	3	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	35	75	6	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
MALAGA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	69	0	0	62	25	12	1	0	0	13	59	20	70
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	69	0	0	70	22	9	0	0	0	13	61	19	70
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	8	0	0	63	13	25	0	0	0	11	85	2	13
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	0	13	0	0	16	92	4	13
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	19	25	65	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	30	100	1	2
	GATWICK	CALEDONIAN AIRWAYS	C	A	15	0	1	53	20	7	13	7	0	28	63	35	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	14	0	1	43	14	29	14	0	0	38	63	37	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-16	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-8	0	0	0
	GATWICK	CHALLENGAIR	C	A	4	0	0	0	0	50	0	0	50	254	0	0	0
	GATWICK	CHALLENGAIR	C	D	4	0	0	50	0	0	0	0	50	219	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	0	50	0	50	0	0	55	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	12	0	0	58	8	33	0	0	0	23	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	64	18	9	9	0	0	14	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	56	11	11	11	0	11	155	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	10	0	0	60	20	0	0	10	10	152	0	0	0
	HEATHROW	IBERIA	S	A	31	0	0	29	29	19	19	3	0	39	100	5	3
	HEATHROW	IBERIA	S	D	31	0	0	52	19	13	13	3	0	29	100	1	3
	GATWICK	LEISURE INTERNATIONAL	C	A	12	0	1	50	0	0	50	0	0	53	89	16	18
	GATWICK	LEISURE INTERNATIONAL	C	D	12	0	1	50	0	17	33	0	0	42	100	4	18
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	50	50	0	0	0	0	15	50	38	2
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	-32	0	21	1
	STANSTED	LEISURE INTERNATIONAL	C	A	9	0	0	44	33	11	11	0	0	21	17	29	6
	STANSTED	LEISURE INTERNATIONAL	C	D	9	0	0	78	11	0	11	0	0	15	17	28	6
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	25	50	13	13	0	0	26	0	48	5

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
MALAGA	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	63	0	25	13	0	0	17	20	29	5
	GATWICK	MONARCH AIRLINES	C	A	31	0	1	19	19	23	32	3	3	68	50	48	28
	GATWICK	MONARCH AIRLINES	C	D	32	0	0	59	0	13	22	3	3	45	57	37	28
	LUTON	MONARCH AIRLINES	S	A	18	0	2	72	22	0	6	0	0	4	78	10	18
	LUTON	MONARCH AIRLINES	S	D	18	0	2	78	11	6	6	0	0	11	72	9	18
	MANCHESTER	MONARCH AIRLINES	C	A	33	0	0	24	27	33	15	0	0	40	57	24	37
	MANCHESTER	MONARCH AIRLINES	C	D	33	0	0	58	24	9	9	0	0	21	78	9	37
	STANSTED	MONARCH AIRLINES	C	A	3	1	1	0	100	0	0	0	0	27	0	0	0
	STANSTED	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	48	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	27	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	25	50	13	13	0	72	67	26	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	0	11	11	0	37	89	7	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	27	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	44	11	11	0	0	35	43	28	14
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	44	11	11	0	11	69	85	12	13
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	11	22	0	0	33	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	11	0	0	11	0	0	0
	GATWICK	TRANSAER	C	A	5	1	1	60	0	20	20	0	0	30	83	36	6
	GATWICK	TRANSAER	C	D	4	2	2	50	0	50	0	0	0	23	57	49	7
	MANCHESTER	VIVA	C	A	19	0	0	58	16	21	5	0	0	15	71	5	7
	MANCHESTER	VIVA	C	D	18	0	1	56	17	22	6	0	0	18	75	11	4
<b>TOTAL MALAGA</b>					<b>984</b>	<b>7</b>	<b>18</b>	<b>54</b>	<b>18</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>70</b>	<b>19</b>	<b>19</b>
MALE INTERNATIONAL	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-9	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	13	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	29	14	14	29	14	0	79	50	2	2
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	57	0	14	14	14	0	64	100	10	2
<b>TOTAL MALE INTERNATIONAL</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>9</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>46</b>	<b>85</b>	<b>-1</b>	<b>-1</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MALMO																	
<b>TOTAL MALMO</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALTA																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-3	100	-14	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-7	75	-4	4
	GATWICK	AIR 2000	C	A	4	0	0	0	25	50	25	0	0	60	75	10	8
	GATWICK	AIR 2000	C	D	5	0	0	40	20	20	20	0	0	41	75	9	8
	MANCHESTER	AIR 2000	C	A	8	0	0	50	50	0	0	0	0	16	25	35	8
	MANCHESTER	AIR 2000	C	D	9	0	0	100	0	0	0	0	0	4	50	29	8
	BIRMINGHAM	AIR MALTA	S	A	5	0	0	80	20	0	0	0	0	7	50	15	8
	BIRMINGHAM	AIR MALTA	S	D	5	0	0	60	40	0	0	0	0	14	50	21	8
	GATWICK	AIR MALTA	S	A	39	0	1	77	13	8	3	0	0	6	84	0	31
	GATWICK	AIR MALTA	S	D	38	0	0	55	24	21	0	0	0	17	60	14	30
	GATWICK	AIR MALTA	C	D	3	0	0	0	33	67	0	0	0	43	0	0	0
	GLASGOW	AIR MALTA	C	A	16	0	0	50	31	13	6	0	0	19	64	20	14
	GLASGOW	AIR MALTA	S	A	5	0	0	80	0	20	0	0	0	15	13	31	8
	GLASGOW	AIR MALTA	C	D	15	0	2	27	60	7	7	0	0	22	33	39	15
	GLASGOW	AIR MALTA	S	D	5	0	0	20	60	20	0	0	0	26	13	39	8
	HEATHROW	AIR MALTA	S	A	60	0	0	72	10	12	7	0	0	7	37	33	62
	HEATHROW	AIR MALTA	S	D	60	0	0	60	17	15	7	2	0	21	27	42	62
	MANCHESTER	AIR MALTA	C	A	5	0	1	80	20	0	0	0	0	4	80	11	5
	MANCHESTER	AIR MALTA	S	A	15	0	0	53	40	7	0	0	0	12	67	19	21
	MANCHESTER	AIR MALTA	C	D	6	0	1	67	33	0	0	0	0	9	100	-8	4
	MANCHESTER	AIR MALTA	S	D	15	0	0	20	53	27	0	0	0	22	48	36	21
	NEWCASTLE	AIR MALTA	C	A	14	0	0	86	7	0	7	0	0	8	0	0	0
	NEWCASTLE	AIR MALTA	C	D	13	0	1	92	0	0	8	0	0	7	0	0	0
	STANSTED	AIR MALTA	C	A	5	0	0	40	40	20	0	0	0	19	75	2	4
	STANSTED	AIR MALTA	C	D	5	0	0	20	20	60	0	0	0	37	75	8	4
	GATWICK	AIRWORLD AVIATION LTD	C	A	2	0	0	50	0	50	0	0	0	18	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	29	50	14	8

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995			
							Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
MALTA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	86	5	7	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	33	22	11	0	0	35	11	31	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	17	78	8	9	
	LUTON	BRITANNIA AIRWAYS	C	A	3	1	0	33	33	33	0	0	0	17	75	15	4	
	LUTON	BRITANNIA AIRWAYS	C	D	3	2	0	67	33	0	0	0	0	13	50	20	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	33	0	0	0	22	75	9	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	11	100	-4	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	25	25	25	0	111	20	104	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	50	25	25	0	117	75	49	4	
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	65	18	12	6	0	0	16	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	71	12	12	6	0	0	22	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	25	25	50	0	0	67	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	0	25	25	50	0	0	57	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	40	20	40	0	0	67	0	59	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	35	25	39	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	36	0	24	2	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	0	20	1	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	34	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	16	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	3	40	37	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	23	40	20	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	33	0	22	11	0	55	44	74	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	1	1	63	0	25	0	13	0	42	44	74	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	40	0	0	43	40	12	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	58	100	-2	5	
<b>TOTAL MALTA</b>					<b>538</b>	<b>4</b>	<b>8</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>52</b>	<b>26</b>	<b>26</b>	
MANCHESTER																		
	GATWICK	AIR 2000	C	A	7	2	2	71	14	0	14	0	0	20	75	12	4	
	GATWICK	AIR 2000	C	D	11	1	0	36	27	9	18	0	9	158	40	23	5	
	GLASGOW	AIR CANADA	S	A	26	0	0	77	12	12	0	0	0	6	78	4	18	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MANCHESTER	GLASGOW	AIR CANADA	S	D	26	0	0	65	12	15	8	0	0	11	83	-8	18
	GATWICK	AIRWORLD AVIATION LTD	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	3	0	0	100	0	0	0	0	0	-16	100	7	1
	EDINBURGH	BMI REGIONAL	S	A	77	0	0	64	19	16	1	0	0	15	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	76	0	1	63	30	5	1	0	0	14	0	0	0
	GLASGOW	BMI REGIONAL	S	A	70	0	3	60	36	3	1	0	0	13	71	12	63
	GLASGOW	BMI REGIONAL	S	D	70	0	3	87	7	4	1	0	0	8	94	4	65
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-10	83	-12	18
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	1	75	13	13	0	0	0	8	100	7	1
	GATWICK	BRITANNIA AIRWAYS	C	D	12	1	2	67	0	8	17	0	8	84	100	-13	2
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	19	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	169	0	1	73	24	2	1	0	0	10	87	4	161
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	170	0	0	88	9	2	1	0	0	7	85	6	161
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	119	0	0	92	3	3	2	0	0	2	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	120	1	0	95	4	0	1	0	0	5	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	94	0	2	82	12	5	1	0	0	6	85	6	113
	GLASGOW	BRITISH AIRWAYS PLC	S	D	95	0	1	89	7	3	0	0	0	3	97	1	115
	HEATHROW	BRITISH AIRWAYS PLC	S	A	313	4	0	79	13	5	3	0	0	10	81	9	303
	HEATHROW	BRITISH AIRWAYS PLC	S	D	313	4	2	89	6	3	2	0	0	3	87	5	305
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	69	1	1	99	1	0	0	0	0	-4	94	0	65
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	69	1	1	96	3	1	0	0	0	-1	94	-2	65
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	1	0	75	0	0	25	0	0	28	50	17	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	3	0	53	1
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	27	0	1	78	7	7	7	0	0	12	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	29	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	23	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	18	0	0	72	17	6	6	0	0	8	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	18	0	0	89	6	0	6	0	0	3	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MANCHESTER																	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	3	0	1	33	33	33	0	0	0	17	100	-58	1
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	29	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	70	0	0	30	0	0	29	75	8	4
	GATWICK	MONARCH AIRLINES	C	D	6	1	0	17	17	17	33	17	0	66	50	-2	2
	GLASGOW	MONARCH AIRLINES	C	A	4	0	1	100	0	0	0	0	0	-13	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	-12	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	2	67	33	0	0	0	0	5	50	23	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	50	25	0	101	0	68	4
<b>TOTAL MANCHESTER</b>					<b>2049</b>	<b>23</b>	<b>28</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>6</b>
MANILA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	83	6	0	11	0	0	3	44	73	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	72	17	6	6	0	0	12	61	21	18
	HEATHROW	PHILIPPINE AIRLINES	S	A	13	0	0	0	0	23	69	0	8	97	0	0	0
	HEATHROW	PHILIPPINE AIRLINES	S	D	13	0	0	31	31	8	15	15	0	64	0	0	0
<b>TOTAL MANILA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>8</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>31</b>	<b>134</b>	<b>134</b>
MARRAKESH																	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	78	11	11	0	0	0	11	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	5	0	0	40	0	40	20	0	0	35	0	0	0
<b>TOTAL MARRAKESH</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>11</b>	<b>11</b>
MARSEILLE																	
	HEATHROW	AIR INTER EUROPE	S	A	27	0	0	33	30	22	15	0	0	28	0	0	0
	HEATHROW	AIR INTER EUROPE	S	D	27	0	0	48	48	0	4	0	0	14	0	0	0
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	87	0	2	70	23	5	2	0	0	10	83	5	88
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	87	0	2	80	13	6	1	0	0	9	76	13	88
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	25	0	1	72	20	8	0	0	0	4	0	0	0
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	25	0	1	96	0	4	0	0	0	2	0	0	0
<b>TOTAL MARSEILLE</b>					<b>278</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>8</b>	<b>8</b>
MAURITIUS																	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	8	0	0	25	13	38	25	0	0	34	56	41	9	
	HEATHROW	AIR MAURITIUS LTD	S	D	8	0	0	25	38	25	13	0	0	27	44	23	9	
	MANCHESTER	AIR MAURITIUS LTD	S	A	5	0	0	0	0	40	20	40	0	161	0	0	0	
	MANCHESTER	AIR MAURITIUS LTD	S	D	5	0	0	60	40	0	0	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	0	11	0	0	2	78	38	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	11	0	0	0	14	78	11	9	
<b>TOTAL MAURITIUS</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>64</b>	<b>28</b>	<b>28</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	69	19	0	6	0	6	72	17	47	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	1	82	6	12	0	0	0	8	38	20	32	
	HEATHROW	QANTAS	S	D	39	0	0	82	18	0	0	0	0	7	53	31	32	
<b>TOTAL MELBOURNE</b>					<b>72</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>38</b>	<b>30</b>	<b>30</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	-6	100	-22	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	70	30	0	0	0	0	11	69	9	13	
<b>TOTAL MEXICO CITY</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>-6</b>	<b>-6</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	71	3	10	13	3	0	23	77	2	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	77	13	6	3	0	0	12	81	11	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	-18	84	9	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	35	35	23	6	0	0	26	42	25	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	-12	87	-8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	23	3	0	0	0	10	71	14	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	0	71	24	0	0	5	0	5	59	37	22	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	59	32	9	0	0	0	15	81	19	21	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>229</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>12</b>	<b>12</b>	
MIKONOS																		
MILAN (LINATE)																		
	HEATHROW	ALITALIA	S	A	179	1	6	56	26	13	4	0	0	17	35	48	177	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MILAN (LINATE)																		
	HEATHROW	ALITALIA	S	D	180	1	4	56	25	14	4	1	0	19	35	47	178	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	1	66	15	10	10	0	0	19	32	49	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	61	0	1	54	26	13	7	0	0	19	52	33	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	125	0	0	50	26	15	6	1	2	28	33	39	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	125	0	0	66	22	8	2	2	0	16	46	26	124	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	53	0	1	75	17	6	2	0	0	10	55	33	53	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	53	0	1	77	17	6	0	0	0	10	47	32	53	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	76	0	1	55	26	14	4	0	0	18	37	38	49	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	76	0	1	51	30	14	4	0	0	21	36	37	50	
	GATWICK	EUROPEAN AIR CHARTER	C	A	8	0	0	0	0	25	75	0	0	92	0	111	9	
	GATWICK	EUROPEAN AIR CHARTER	C	D	8	0	0	25	38	25	13	0	0	32	44	49	9	
	STANSTED	KLM UK LTD	S	A	81	0	0	44	23	23	9	0	0	27	22	51	55	
	STANSTED	KLM UK LTD	S	D	81	0	0	32	41	21	6	0	0	24	36	37	56	
<b>TOTAL MILAN (LINATE)</b>					<b>1167</b>	<b>6</b>	<b>16</b>	<b>55</b>	<b>25</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>37</b>	<b>41</b>	<b>41</b>	
MILAN (MALPENSA)																		
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	40	0	40	20	0	0	38	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	35	0	0	0	
	STANSTED	EUROFLY SPA	C	A	3	0	0	67	33	0	0	0	0	4	0	0	0	
	STANSTED	EUROFLY SPA	C	D	2	2	1	0	50	50	0	0	0	35	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	1	0	0	20	60	20	0	0	54	29	52	7	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	2	1	50	25	0	25	0	0	29	43	33	7	
	GATWICK	MONARCH AIRLINES	C	A	2	0	1	0	0	0	100	0	0	122	50	20	4	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	0	0	67	0	0	79	75	8	4	
<b>TOTAL MILAN (MALPENSA)</b>					<b>32</b>	<b>5</b>	<b>3</b>	<b>31</b>	<b>19</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>61</b>	<b>26</b>	<b>26</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	77	10	3	6	3	0	5	87	0	31	
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	1	90	3	3	3	0	0	6	77	15	31	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>8</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	100	0	0	0	0	0	-7	100	-16	9	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	0	89	11	0	0	0	2	100	2	9		
<b>TOTAL MINSK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>100</b>	<b>-7</b>	<b>-7</b>	
MITILINI																		
	GATWICK	AIR 2000	C	A	3	0	0	100	0	0	0	0	3	0	47	2		
	GATWICK	AIR 2000	C	D	2	0	1	100	0	0	0	0	4	100	5	1		
	MANCHESTER	AIR 2000	C	A	3	0	0	33	33	33	0	0	24	100	-21	2		
	MANCHESTER	AIR 2000	C	D	2	0	1	0	50	0	50	0	47	100	-8	1		
	GATWICK	AIRWORLD AVIATION LTD	C	A	2	0	0	100	0	0	0	0	12	0	0	0		
	GATWICK	AIRWORLD AVIATION LTD	C	D	2	0	0	100	0	0	0	0	-1	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	8	40	24	5		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	0	50	113	80	5	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	-37	0	135	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	-2	67	13	3		
<b>TOTAL MITILINI</b>					<b>29</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>49</b>	<b>40</b>	<b>40</b>	
MOMBASA																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	4	44	17	9		
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	20	78	13	9		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	40	20	20	0	0	268	25	25	4		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	0	40	40	20	0	41	80	5	5		
	HEATHROW	KENYA AIRWAYS	S	A	4	0	0	100	0	0	0	0	-6	67	55	3		
	HEATHROW	KENYA AIRWAYS	S	D	4	0	0	100	0	0	0	0	-3	64	12	11		
	GATWICK	MONARCH AIRLINES	C	A	4	1	0	0	0	25	50	25	0	117	40	47	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	0	75	0	62	20	73	5		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	20	20	20	40	0	110	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	0	25	50	0	57	0	0	0		
<b>TOTAL MOMBASA</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>9</b>	<b>19</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>72</b>	<b>59</b>	<b>27</b>	<b>27</b>	
MONASTIR																		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MONASTIR	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	28	100	-14	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	23	100	-3	4
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	27	89	12	9
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	16	88	9	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	30	78	6	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	22	88	2	8
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	25	0	0	25	163	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	10	0	50	30	10	0	70	0	92	5
	GATWICK	MONARCH AIRLINES	C	D	9	0	1	56	11	22	0	11	0	32	40	48	5
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	75	0	0	0	32	40	42	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	1	60	15	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-32	40	45	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	0	40	39	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	0	56	11	11	0	70	67	30	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	0	22	33	33	11	0	82	11	42	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	-12	78	8	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	4	78	16	9
	GATWICK	NOUVELAIR TUNISIE	C	A	4	0	2	50	0	50	0	0	0	20	0	20	3
	GATWICK	NOUVELAIR TUNISIE	C	D	5	0	1	60	20	20	0	0	0	11	100	14	1
	GLASGOW	NOUVELAIR TUNISIE	C	A	6	0	1	50	33	17	0	0	0	9	0	0	0
	GLASGOW	NOUVELAIR TUNISIE	C	D	4	0	3	75	0	0	25	0	0	22	0	0	0
<b>TOTAL MONASTIR</b>					<b>131</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>11</b>	<b>24</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>65</b>	<b>19</b>	<b>19</b>
MONTEGO BAY	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	1	20	0	40	20	0	20	229	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	17	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	20	40	0	20	228	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	0	23	0	0	16	8	51	13
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	31	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MONTEGO BAY																	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	0	80	20	0	142	0	99	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	0	25	0	65	56	17	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	33	11	11	11	0	43	0	70	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	0	13	13	13	0	47	89	7	9
<b>TOTAL MONTEGO BAY</b>					<b>67</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>9</b>	<b>12</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>67</b>	<b>47</b>	<b>42</b>	<b>42</b>
MONTPELLIER																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	34	0	1	65	32	3	0	0	0	11	67	22	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	34	0	0	68	24	9	0	0	0	12	73	19	30
<b>TOTAL MONTPELLIER</b>					<b>68</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>21</b>	<b>21</b>
MONTREAL (MIRABEL)																	
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	47	0	0	62	26	11	2	0	0	14	42	21	43
	HEATHROW	AEROFLOT	S	D	48	0	0	85	10	4	0	0	0	6	80	11	44
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	74	13	10	3	0	0	7	78	5	23
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	81	13	6	0	0	0	9	91	3	23
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	23	13	10	0	0	18	69	18	39
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	0	6	13	0	0	16	85	9	39
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>219</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>13</b>	<b>13</b>
MULHOUSE HABSHEIM																	
MUMBAI																	
	HEATHROW	AIR INDIA	S	A	38	1	0	53	16	13	11	5	3	52	26	123	53
	HEATHROW	AIR INDIA	S	D	42	2	1	12	24	36	14	10	5	89	14	152	51
	MANCHESTER	AIR INDIA	S	A	8	0	0	25	13	50	13	0	0	36	0	0	0
	MANCHESTER	AIR INDIA	S	D	8	0	0	63	25	0	13	0	0	18	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	3	3	6	0	0	1	28	42	18

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MUMBAI	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	39	42	10	10	0	0	24	67	12	18
<b>TOTAL MUMBAI</b>					<b>158</b>	<b>3</b>	<b>1</b>	<b>45</b>	<b>21</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>44</b>	<b>27</b>	<b>109</b>	<b>109</b>
MUNICH	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	-9	97	-8	31
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	94	6	0	0	0	0	5	77	9	31
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	27	0	0	93	7	0	0	0	0	1	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	27	0	0	89	11	0	0	0	0	6	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	0	81	11	6	2	0	0	7	87	4	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	0	80	14	4	3	0	0	8	87	5	146
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	74	13	3	6	3	0	19	84	7	31
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	97	0	0	3	0	0	5	74	10	31
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	49	1	0	69	20	6	4	0	0	16	0	0	0
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	50	0	0	90	8	0	2	0	0	8	0	0	0
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	A	4	0	0	0	50	50	0	0	0	29	0	0	0
	GATWICK	DEUTSCHE BA	S	A	73	0	0	64	30	3	3	0	0	14	52	23	62
	GATWICK	DEUTSCHE BA	S	D	72	0	0	58	29	11	1	0	0	16	87	9	62
	STANSTED	KLM UK LTD	S	A	55	0	0	45	36	15	4	0	0	20	87	3	52
	STANSTED	KLM UK LTD	S	D	55	0	0	65	25	4	4	2	0	18	92	3	51
	HEATHROW	LUFTHANSA	S	A	134	0	3	73	16	8	3	0	0	7	66	12	134
	HEATHROW	LUFTHANSA	S	D	132	0	3	83	13	4	1	0	0	4	82	8	128
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	60	0	2	65	18	12	5	0	0	17	83	16	6
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	58	1	3	86	9	3	2	0	0	8	83	6	6
	MANCHESTER	LUFTHANSA CITY LINE	S	A	84	0	5	82	6	7	5	0	0	7	56	17	54
	MANCHESTER	LUFTHANSA CITY LINE	S	D	84	0	5	88	8	4	0	0	0	4	81	8	53
	NEWCASTLE	LUFTHANSA CITY LINE	S	A	7	1	1	71	0	29	0	0	0	14	0	0	0
	NEWCASTLE	LUFTHANSA CITY LINE	S	D	7	1	1	71	0	29	0	0	0	13	0	0	0
<b>TOTAL MUNICH</b>					<b>1397</b>	<b>8</b>	<b>23</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>8</b>	<b>8</b>
MUNSTER-OSNABRUCK					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
MURCIA SAN JAVIER																		
	GATWICK	AIR 2000	C	A	4	0	0	0	25	50	25	0	0	69	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	60	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	0	25	0	0	24	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	58	25	17	0	0	16	25	25	8		
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	54	31	15	0	0	18	38	48	8		
<b>TOTAL MURCIA SAN JAVIER</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>27</b>	<b>37</b>	<b>37</b>	
MUSCAT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	4	93	-2	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	10	3	0	14	71	14	31		
	HEATHROW	GULF AIR	S	A	27	0	0	78	4	11	7	0	10	69	15	39		
	HEATHROW	GULF AIR	S	D	27	2	1	63	26	7	0	0	4	34	84	5	25	
<b>TOTAL MUSCAT</b>					<b>116</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>78</b>	<b>9</b>	<b>9</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NAGOYA (AFB)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	56	22	22	0	0	0	11	13	34	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	2	100	4	8		
<b>TOTAL NAGOYA (AFB)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>19</b>	<b>19</b>		
NAIROBI																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50	25	0	25	0	0	21	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	63	25	0	13	0	17	0	0	0		
	HEATHROW	KENYA AIRWAYS	S	A	30	0	1	57	13	13	0	7	10	79	72	9	29	
	HEATHROW	KENYA AIRWAYS	S	D	30	0	1	77	10	10	0	3	17	70	21	20		
<b>TOTAL NAIROBI</b>					<b>78</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>42</b>	<b>68</b>	<b>14</b>	<b>14</b>		
NANTES																		
	GATWICK	BRIT AIR	S	A	60	0	2	43	37	18	2	0	21	68	14	60		
	GATWICK	BRIT AIR	S	D	60	0	2	67	28	5	0	0	10	84	10	61		
<b>TOTAL NANTES</b>					<b>120</b>	<b>0</b>	<b>4</b>	<b>55</b>	<b>33</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>12</b>	<b>12</b>		
NAPLES																		
	GATWICK	AIR 2000	C	A	7	0	0	29	0	14	57	0	0	77	0	78	4	
	GATWICK	AIR 2000	C	D	7	0	0	71	0	0	29	0	37	33	44	3		
	MANCHESTER	AIR 2000	C	A	4	0	0	25	50	0	25	0	40	25	37	4		
	MANCHESTER	AIR 2000	C	D	3	0	1	67	33	0	0	0	5	67	17	3		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	49	0	67	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	21	50	50	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	13	13	0	23	33	36	9		
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	1	88	13	0	0	0	4	67	15	9		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	20	25	43	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	1	50	10	4		
	LUTON	BRITANNIA AIRWAYS	C	A	3	1	0	67	0	33	0	0	18	25	33	4		
	LUTON	BRITANNIA AIRWAYS	C	D	3	1	0	100	0	0	0	0	1	100	0	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	25	0	13	77	44	30	9		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	7	89	7	9		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
NAPLES																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	66	23	10	0	2	0	14	76	9	62	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	74	18	6	2	0	0	12	79	9	62	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	26	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	32	0	0	0	
	LUTON	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	0	0	50	0	124	0	0	0	
	LUTON	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	25	0	50	0	134	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	20	30	20	30	0	0	41	0	49	8	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	70	0	20	10	0	0	15	63	17	8	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	50	50	0	0	0	34	50	22	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	25	23	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	0	25	0	25	0	68	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	1	33	0	0	0	67	0	153	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	16	50	25	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	-2	100	-6	3	
<b>TOTAL NAPLES</b>					<b>254</b>	<b>2</b>	<b>5</b>	<b>62</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>21</b>	<b>21</b>	
NASSAU																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	1	1	0	33	0	33	33	0	135	50	15	2	
<b>TOTAL NASSAU</b>					<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>135</b>	<b>83</b>	<b>2</b>	<b>2</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	29	2	1	38	14	28	7	10	3	57	29	64	31	
	HEATHROW	AIR INDIA	S	D	30	0	1	47	17	17	10	7	3	64	10	114	31	
	HEATHROW	AMERICAN AIRLINES	S	A	186	0	0	66	14	10	10	1	0	14	75	8	185	
	HEATHROW	AMERICAN AIRLINES	S	D	185	2	0	92	2	3	3	0	0	5	84	8	184	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	0	3	3	0	-5	87	-7	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	32	6	3	0	0	17	81	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	213	0	0	80	10	5	4	0	0	8	81	5	185	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	13	100	2	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	212	0	0	86	8	2	2	2	0	10	77	11	185	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
NEW YORK (JF KENNEDY)																	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	1	100	0	0	0	0	0	-24	100	-30	31
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	32	0	0	72	3	16	6	3	0	24	74	16	31
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	62	23	15	0	0	0	11	69	12	13
	HEATHROW	KUWAIT AIRWAYS	S	D	14	0	0	100	0	0	0	0	0	-3	77	13	13
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	63	18	13	6	0	0	8	76	4	93
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	85	8	2	5	0	0	10	75	13	93
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	57	1	4	53	18	16	9	4	2	30	71	14	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	59	0	2	68	14	7	3	7	2	37	74	16	62
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1251</b>	<b>6</b>	<b>9</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	<b>11</b>
NEW YORK (NEWARK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	6	10	6	3	0	13	87	-3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	6	13	0	0	0	9	77	13	31
	GATWICK	CONTINENTAL AIRLINES	S	A	57	0	1	70	14	11	4	0	2	14	90	-5	30
	GATWICK	CONTINENTAL AIRLINES	S	D	56	0	1	71	13	5	5	4	2	31	79	43	29
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	65	6	16	13	0	0	10	77	2	31
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	74	19	0	6	0	0	15	90	7	31
	STANSTED	EL AL	S	A	6	0	1	67	0	17	17	0	0	1	50	29	4
	STANSTED	EL AL	S	D	4	0	2	50	0	25	25	0	0	52	75	53	4
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	42	35	6	16	0	0	27	68	9	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	84	13	3	0	0	0	7	65	18	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	16	10	3	0	0	8	71	7	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	16	3	10	0	0	17	84	11	31
<b>TOTAL NEW YORK (NEWARK)</b>					<b>371</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>11</b>
NEWCASTLE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	169	0	1	85	8	5	2	0	0	8	89	5	168
	HEATHROW	BRITISH AIRWAYS PLC	S	D	169	0	1	92	2	3	2	0	0	2	92	1	168
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	56	1	3	93	4	4	0	0	0	-1	0	0	0
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	58	0	0	62	14	16	9	0	0	20	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	A	137	1	2	76	21	3	0	0	0	9	56	16	133

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
NEWCASTLE																		
	GATWICK	CITY FLYER EXPRESS	S	D	139	0	0	88	6	6	1	0	0	8	81	10	133	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	90	0	3	94	1	1	3	0	0	0	98	-5	88	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	91	0	2	93	1	1	4	0	0	5	98	2	88	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	A	27	0	1	67	22	4	7	0	0	17	0	0	0	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	D	27	0	1	70	11	15	4	0	0	16	0	0	0	
	MANCHESTER	GILL AIRWAYS	S	A	18	0	0	78	11	6	6	0	0	10	67	14	69	
	MANCHESTER	GILL AIRWAYS	S	D	18	0	0	89	6	6	0	0	0	0	91	-1	70	
	STANSTED	KLM UK LTD	S	A	68	0	2	97	3	0	0	0	0	-6	85	4	67	
	STANSTED	KLM UK LTD	S	D	67	0	3	91	9	0	0	0	0	2	82	7	62	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	7	0	1	71	0	29	0	0	0	9	0	0	0	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	7	0	1	57	14	14	14	0	0	20	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-5	100	-4	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	-1	50	13	4	
<b>TOTAL NEWCASTLE</b>					<b>1158</b>	<b>4</b>	<b>21</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>6</b>	<b>6</b>	
NEWQUAY																		
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	78	0	0	90	5	3	3	0	0	2	66	14	71	
<b>TOTAL NEWQUAY</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>14</b>	<b>14</b>	
NICE																		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	33	4	1	67	24	6	3	0	0	12	0	0	0	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	35	2	1	74	14	9	3	0	0	12	0	0	0	
	HEATHROW	AIR INTER EUROPE	S	A	25	0	0	72	24	0	4	0	0	8	0	0	0	
	HEATHROW	AIR INTER EUROPE	S	D	25	0	0	76	16	8	0	0	0	7	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	67	20	10	3	0	0	15	56	25	61	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	1	83	12	3	2	0	0	5	64	16	61	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	14	0	0	50	21	29	0	0	0	21	53	16	17	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	14	0	0	57	21	14	7	0	0	19	56	17	18	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
NICE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	94	0	0	70	21	5	3	0	0	11	65	12	96
	HEATHROW	BRITISH AIRWAYS PLC	S	D	94	0	0	86	10	2	2	0	0	5	65	16	96
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	0	25	0	0	22	25	19	4
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	25	25	25	25	0	0	37	50	18	4
	STANSTED	KLM UK LTD	S	A	26	1	0	85	8	8	0	0	0	6	79	-2	29
	STANSTED	KLM UK LTD	S	D	27	0	0	78	7	11	4	0	0	5	76	2	29
<b>TOTAL NICE</b>					<b>518</b>	<b>7</b>	<b>10</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>15</b>	<b>15</b>
NORWICH																	
	EDINBURGH	KLM UK LTD	S	A	49	0	1	86	12	0	2	0	0	5	0	0	0
	EDINBURGH	KLM UK LTD	S	D	47	1	2	83	11	2	2	2	0	15	0	0	0
	LUTON	SCOT AIRWAYS	S	A	35	0	0	86	9	6	0	0	0	4	0	0	0
	LUTON	SCOT AIRWAYS	S	D	38	0	0	89	5	5	0	0	0	1	0	0	0
	MANCHESTER	SCOT AIRWAYS	S	A	44	0	2	93	7	0	0	0	0	5	0	0	0
	MANCHESTER	SCOT AIRWAYS	S	D	44	1	1	98	0	2	0	0	0	-8	0	0	0
<b>TOTAL NORWICH</b>					<b>257</b>	<b>3</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
NUREMBERG																	
	HEATHROW	LUFTHANSA	S	A	55	0	2	84	13	2	2	0	0	4	69	11	62
	HEATHROW	LUFTHANSA	S	D	55	0	2	85	11	0	4	0	0	4	87	4	62
<b>TOTAL NUREMBERG</b>					<b>110</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>7</b>	<b>7</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
OLBIA																		
	GATWICK	MERIDIANA AIR	S	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	MERIDIANA AIR	S	D	4	0	0	50	25	25	0	0	0	16	0	0	0	
<b>TOTAL OLBIA</b>					<b>11</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>-4</b>	<b>-4</b>	
OPORTO (PORTUGAL)																		
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	74	13	6	6	0	0	14	74	14	31	
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	84	3	6	6	0	0	7	81	10	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	5	0	0	80	0	20	0	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	5	0	0	40	40	20	0	0	0	20	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	88	4	8	0	0	0	1	58	17	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	100	0	0	0	0	0	1	87	6	31	
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	1	67	33	0	0	0	0	13	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	2	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>130</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>12</b>	<b>12</b>	
ORAN ES SENIA																		
	GATWICK	AIR ALGERIE	C	A	3	0	1	33	0	0	67	0	0	54	67	42	6	
	GATWICK	AIR ALGERIE	C	D	3	0	1	33	0	0	67	0	0	49	67	51	6	
<b>TOTAL ORAN ES SENIA</b>					<b>6</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>67</b>	<b>47</b>	<b>47</b>	
ORLANDO																		
	BIRMINGHAM	AMERICAN TRANS AIR	C	A	2	0	0	100	0	0	0	0	0	-6	0	0	0	
	EDINBURGH	AMERICAN TRANS AIR	C	A	4	0	1	50	25	0	0	0	25	226	0	0	0	
	EDINBURGH	AMERICAN TRANS AIR	C	D	2	0	0	0	0	50	0	0	50	488	0	0	0	
	GATWICK	AMERICAN TRANS AIR	C	A	2	2	2	100	0	0	0	0	0	-5	75	13	4	
	GATWICK	AMERICAN TRANS AIR	C	D	4	0	0	100	0	0	0	0	0	3	67	21	3	
	MANCHESTER	AMERICAN TRANS AIR	C	A	7	2	3	29	14	29	14	0	14	133	100	-12	4	
	MANCHESTER	AMERICAN TRANS AIR	C	D	5	1	0	60	0	20	20	0	0	34	0	58	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	43	89	-7	18	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	25	0	62	69	13	16	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	47	18	12	6	18	0	55	78	9	18	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ORLANDO	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	44	17	11	11	17	0	74	89	21	18
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	1	0	57	0	14	14	0	14	157	44	20	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	22	44	22	0	11	0	50	63	17	8
	GATWICK	LAKER AIRWAYS INC	C	A	10	1	1	50	20	20	10	0	0	18	0	0	0
	GATWICK	LAKER AIRWAYS INC	C	D	12	0	0	58	25	0	17	0	0	31	0	0	0
	MANCHESTER	LAKER AIRWAYS INC	S	A	14	0	1	93	0	0	0	0	7	48	0	0	0
	MANCHESTER	LAKER AIRWAYS INC	S	D	11	2	3	64	9	9	18	0	0	32	0	0	0
	BIRMINGHAM	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	20	20	20	40	0	0	51	25	31	4
	BIRMINGHAM	LEISURE INTL AIRWAYS LTD	C	D	3	1	0	33	0	0	67	0	0	66	25	26	4
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	11	1	0	64	27	9	0	0	0	60	-2	5	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	14	0	1	29	43	7	7	14	0	54	83	12	6
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	12	0	0	58	0	8	25	8	0	48	47	70	17
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	13	0	0	54	15	23	8	0	0	25	50	67	18
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	0	16	40	24	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	24	57	17	7
	GLASGOW	MONARCH AIRLINES	C	A	12	0	0	83	8	8	0	0	0	-9	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	11	0	1	64	27	0	9	0	0	12	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	84	0	0	5	5	5	30	100	-87	2
	MANCHESTER	MONARCH AIRLINES	C	D	21	0	2	57	10	19	5	5	5	56	100	5	2
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	10	13	3	0	0	1	77	5	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	3	6	0	0	0	8	84	8	31
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	1	1	100	0	0	0	0	0	-36	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	92	4	4	0	0	0	6	0	0	0
<b>TOTAL ORLANDO</b>					<b>379</b>	<b>15</b>	<b>17</b>	<b>66</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>33</b>	<b>62</b>	<b>19</b>	<b>19</b>
OSAKA (KANSAI)	HEATHROW	ALL NIPPON AIRWAYS	S	A	9	0	0	44	33	11	11	0	0	15	100	-2	1
	HEATHROW	ALL NIPPON AIRWAYS	S	D	9	0	0	100	0	0	0	0	0	4	100	2	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	80	4	8	4	4	0	6	56	16	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	80	16	4	0	0	0	6	50	49	10
	HEATHROW	JAPAN AIRLINES	S	A	22	0	0	45	23	27	5	0	0	21	58	12	19

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
OSAKA (KANSAI)	HEATHROW	JAPAN AIRLINES	S	D	22	0	0	50	41	5	5	0	0	18	53	25	19
<b>TOTAL OSAKA (KANSAI)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>23</b>	<b>23</b>
OSLO (FORNEBU)	GATWICK	BRAATHENS ASA	S	A	40	0	0	65	33	3	0	0	0	12	87	4	39
	GATWICK	BRAATHENS ASA	S	D	40	0	0	80	18	3	0	0	0	9	82	6	39
	NEWCASTLE	BRAATHENS ASA	S	A	27	0	0	93	7	0	0	0	0	4	0	0	0
	NEWCASTLE	BRAATHENS ASA	S	D	27	0	0	93	7	0	0	0	0	1	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	32	0	0	78	19	0	3	0	0	10	81	1	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	32	0	0	81	6	9	3	0	0	11	74	12	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	77	12	6	4	0	0	10	74	9	87
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	85	8	4	3	0	0	6	88	5	89
	HEATHROW	SAS	S	A	118	0	2	65	24	7	3	0	1	16	57	19	120
	HEATHROW	SAS	S	D	115	0	1	89	4	4	3	0	0	4	81	8	115
	MANCHESTER	SAS	S	D	27	0	0	93	7	0	0	0	0	2	93	6	27
<b>TOTAL OSLO (FORNEBU)</b>					<b>646</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>9</b>	<b>9</b>
OSLO (GARDERMOEN)	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	18	0	0	78	6	6	11	0	0	18	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	17	0	1	76	0	12	6	6	0	25	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>35</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>3</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>51</b>	<b>51</b>
OSNABRUCK-ATTERHEIDE																	
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	31	0	0	87	13	0	0	0	0	70	12	30	
	HEATHROW	AIR CANADA	S	D	31	0	0	77	16	6	0	0	0	10	61	18	28
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>15</b>	<b>15</b>
OVDA	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	19	0	0	0
	HEATHROW	EL AL	S	A	9	0	0	67	22	0	11	0	0	11	100	-6	5

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
OVDA	HEATHROW	EL AL	S	D	9	0	0	67	33	0	0	0	0	6	33	17	6
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	50	0	0	50	0	0	40	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	3	0	0	0
<b>TOTAL OVDA</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>32</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>6</b>	<b>6</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
PADERBORN																		
	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	31	0	0	68	26	6	0	0	0	11	7	40	30	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	31	0	0	94	3	3	0	0	0	4	61	15	31	
<b>TOTAL PADERBORN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>34</b>	<b>27</b>	<b>27</b>	
PALERMO																		
	LUTON	EXCEL AIRWAYS LTD	C	A	3	1	1	0	33	0	0	67	0	177	0	0	0	
	LUTON	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	25	25	0	99	0	0	0	
<b>TOTAL PALERMO</b>					<b>9</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>108</b>	<b>19</b>	<b>75</b>	<b>75</b>	
PALMA DE MALLORCA																		
	BIRMINGHAM	AIR 2000	C	A	17	0	0	94	0	0	0	6	0	2	95	-19	22	
	BIRMINGHAM	AIR 2000	C	D	16	0	1	94	6	0	0	0	0	-1	95	-7	19	
	GATWICK	AIR 2000	C	A	34	1	0	62	21	6	9	0	3	50	50	25	24	
	GATWICK	AIR 2000	C	D	32	1	2	72	13	3	9	0	3	58	60	28	20	
	GLASGOW	AIR 2000	C	A	9	0	0	33	56	11	0	0	0	17	44	40	16	
	GLASGOW	AIR 2000	C	D	9	0	0	89	11	0	0	0	0	4	53	37	15	
	LUTON	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-14	80	41	5	
	LUTON	AIR 2000	C	D	4	0	1	100	0	0	0	0	0	-1	80	0	5	
	MANCHESTER	AIR 2000	C	A	32	0	1	78	13	9	0	0	0	2	63	41	41	
	MANCHESTER	AIR 2000	C	D	28	0	5	79	14	4	4	0	0	4	63	43	35	
	NEWCASTLE	AIR 2000	C	A	13	0	0	69	0	23	8	0	0	10	0	0	0	
	NEWCASTLE	AIR 2000	C	D	12	0	1	75	17	0	0	0	8	49	0	0	0	
	STANSTED	AIR 2000	C	A	5	0	0	40	40	20	0	0	0	16	50	9	2	
	STANSTED	AIR 2000	C	D	4	0	1	75	0	25	0	0	0	8	0	25	1	
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	0	-1	0	0	0	
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	75	0	25	0	0	0	9	0	0	0	
	EDINBURGH	AIR EUROPA	C	A	8	0	0	75	13	13	0	0	0	8	0	0	0	
	EDINBURGH	AIR EUROPA	C	D	7	0	1	43	29	14	14	0	0	24	0	0	0	
	GATWICK	AIR EUROPA	C	A	6	0	0	17	17	50	17	0	0	36	0	0	0	
	GATWICK	AIR EUROPA	C	D	2	0	4	0	0	100	0	0	0	35	0	0	0	
	MANCHESTER	AIR EUROPA	C	A	11	0	0	27	36	9	27	0	0	33	0	32	1	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						OCT 1995				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
PALMA DE MALLORCA																		
	MANCHESTER	AIR EUROPA	C	D	8	0	1	25	13	38	25	0	0	47	0	26	1	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	38	13	38	13	0	0	28	40	35	10	
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	8	0	0	38	25	13	25	0	0	32	67	22	9	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	55	23	16	6	0	0	24	74	23	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	74	16	10	0	0	0	10	84	12	31	
	EDINBURGH	BRITANNIA AB	C	A	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	EDINBURGH	BRITANNIA AB	C	D	4	0	1	25	75	0	0	0	0	15	0	0	0	
	MANCHESTER	BRITANNIA AB	C	A	3	0	0	33	0	0	67	0	0	69	100	-9	4	
	MANCHESTER	BRITANNIA AB	C	D	3	0	0	67	0	0	33	0	0	47	100	-3	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	34	0	0	85	3	3	9	0	0	8	77	6	39	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	31	0	1	90	0	3	6	0	0	12	80	9	35	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	27	0	0	0	
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	1	50	25	25	0	0	0	15	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	52	0	0	71	12	10	8	0	0	10	64	18	55	
	GATWICK	BRITANNIA AIRWAYS	C	D	46	0	0	80	4	11	4	0	0	8	71	20	51	
	GLASGOW	BRITANNIA AIRWAYS	C	A	17	0	0	76	18	0	6	0	0	15	50	27	26	
	GLASGOW	BRITANNIA AIRWAYS	C	D	14	1	0	86	0	14	0	0	0	6	74	17	23	
	LUTON	BRITANNIA AIRWAYS	C	A	22	3	4	73	5	9	5	5	5	29	92	-2	26	
	LUTON	BRITANNIA AIRWAYS	C	D	21	2	4	81	0	10	5	0	5	27	86	4	22	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	50	1	0	82	6	8	2	2	0	6	83	3	66	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	44	0	0	73	16	9	2	0	0	11	84	6	57	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	22	0	0	86	5	5	0	0	5	44	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	20	0	0	85	0	5	10	0	0	12	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	19	0	0	74	11	0	16	0	0	19	83	0	23	
	STANSTED	BRITANNIA AIRWAYS	C	D	15	0	0	60	7	13	13	7	0	36	82	4	17	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	5	75	13	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	0	3	75	14	4	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	0	50	12	8	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	1	100	0	0	0	0	0	2	100	0	6	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	0	0	0	25	138	75	33	8	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PALMA DE MALLORCA	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	26	43	40	7
	GLASGOW	CALEDONIAN AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	12	25	22	4
	GLASGOW	CALEDONIAN AIRWAYS	C	D	3	0	0	33	67	0	0	0	0	16	75	125	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	45	80	2	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	36	60	26	5
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	16	0	0	0
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	CENTENNIAL AIRLINES	S	A	17	0	2	76	12	0	12	0	0	15	56	23	9
	GATWICK	CENTENNIAL AIRLINES	S	D	16	0	3	75	6	6	13	0	0	20	78	21	9
	GLASGOW	CENTENNIAL AIRLINES	C	A	5	0	0	40	20	0	0	40	0	100	67	0	3
	GLASGOW	CENTENNIAL AIRLINES	C	D	5	0	0	40	20	0	0	40	0	107	75	40	4
	MANCHESTER	CENTENNIAL AIRLINES	S	A	3	0	0	100	0	0	0	0	0	-8	0	0	0
	MANCHESTER	CENTENNIAL AIRLINES	C	A	7	0	2	43	43	0	14	0	0	20	0	0	0
	MANCHESTER	CENTENNIAL AIRLINES	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	CENTENNIAL AIRLINES	C	D	7	0	2	43	29	14	14	0	0	28	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	1	100	0	0	0	0	0	-5	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	3	0	0	67	0	33	0	0	0	8	0	0	0
	GATWICK	FUTURA AIRLINES	C	D	3	0	0	67	0	33	0	0	0	13	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	5	1	1	40	20	20	20	0	0	28	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	25	25	25	25	0	0	43	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	A	7	0	0	57	14	0	29	0	0	29	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	6	1	0	50	17	0	33	0	0	32	0	0	0
	GATWICK	IBERIA	S	A	25	0	1	84	8	8	0	0	0	7	0	0	0
	GATWICK	IBERIA	S	D	25	0	1	84	4	12	0	0	0	6	0	0	0
	HEATHROW	IBERIA	S	A	5	0	0	80	0	0	20	0	0	18	0	0	0
	HEATHROW	IBERIA	S	D	5	0	0	100	0	0	0	0	0	-5	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	50	0	50	0	0	59	0	43	4
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	0	50	25	25	0	0	57	50	14	4
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	40	20	20	20	0	0	41	43	13	7
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	1	75	0	0	25	0	0	28	71	10	7

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PALMA DE MALLORCA	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	1	100	0	0	0	0	0	-8	67	34	3
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	1	100	0	0	0	0	0	-4	33	11	3
	GATWICK	MONARCH AIRLINES	C	A	26	0	2	38	19	15	23	4	0	48	48	36	21
	GATWICK	MONARCH AIRLINES	C	D	24	0	3	50	17	13	17	4	0	41	68	26	19
	LUTON	MONARCH AIRLINES	C	A	10	0	2	60	10	10	20	0	0	20	50	37	8
	LUTON	MONARCH AIRLINES	S	A	9	0	0	56	33	11	0	0	0	16	50	35	8
	LUTON	MONARCH AIRLINES	C	D	7	1	3	57	29	0	14	0	0	17	43	41	7
	LUTON	MONARCH AIRLINES	S	D	9	0	0	89	0	11	0	0	0	5	78	16	9
	MANCHESTER	MONARCH AIRLINES	C	A	24	0	0	63	21	13	4	0	0	10	70	7	23
	MANCHESTER	MONARCH AIRLINES	C	D	22	0	0	77	5	9	9	0	0	16	81	5	21
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	15	0	1	73	13	0	7	7	0	20	0	44	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	12	0	4	67	8	0	17	0	8	62	50	21	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	24	1	0	42	4	25	21	8	0	57	83	5	18
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	22	0	2	50	14	23	5	9	0	46	88	11	16
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	24	0	1	46	8	21	0	21	4	85	17	60	12
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	20	0	4	60	20	5	5	10	0	40	20	61	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	49	1	1	41	6	18	24	10	0	59	42	79	57
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	44	3	1	55	7	9	16	9	5	62	43	79	47
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	17	0	1	53	12	12	24	0	0	21	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	15	0	0	47	20	13	20	0	0	30	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	12	0	0	67	17	8	8	0	0	10	0	61	14
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	10	1	1	70	20	0	10	0	0	12	17	53	12
	GLASGOW	OASIS INTERNATIONAL	C	A	3	1	0	0	0	0	67	0	33	189	67	27	3
	GLASGOW	OASIS INTERNATIONAL	C	D	2	0	0	0	0	0	100	0	0	108	50	32	2
	BIRMINGHAM	SPANAIR	C	A	4	0	0	50	50	0	0	0	0	8	78	12	18
	BIRMINGHAM	SPANAIR	C	D	4	0	0	75	25	0	0	0	0	9	79	8	14
	EDINBURGH	SPANAIR	C	A	4	0	0	25	50	25	0	0	0	22	0	0	0
	EDINBURGH	SPANAIR	C	D	3	0	1	0	67	33	0	0	0	34	0	0	0
	MANCHESTER	SPANAIR	C	A	10	0	0	40	50	10	0	0	0	18	67	39	6
	MANCHESTER	SPANAIR	C	D	9	0	1	44	0	56	0	0	0	28	67	26	6

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
PALMA DE MALLORCA																		
	NEWCASTLE	SPANAIR	C	A	4	0	0	75	0	0	25	0	0	15	0	0	0	
	NEWCASTLE	SPANAIR	C	D	3	1	1	100	0	0	0	0	0	1	0	0	0	
	GATWICK	VIVA	C	A	3	1	0	67	0	33	0	0	0	16	0	0	0	
	GATWICK	VIVA	C	D	3	1	0	67	0	33	0	0	0	13	0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>					<b>1458</b>	<b>23</b>	<b>86</b>	<b>66</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>66</b>	<b>24</b>	<b>24</b>	
PAPHOS																		
	BIRMINGHAM	AIR 2000	S	A	5	0	0	40	60	0	0	0	0	11	50	23	4	
	BIRMINGHAM	AIR 2000	S	D	5	0	0	100	0	0	0	0	0	4	75	6	4	
	GATWICK	AIR 2000	S	A	18	0	0	22	28	22	28	0	0	37	91	-12	22	
	GATWICK	AIR 2000	S	D	18	0	0	61	6	11	22	0	0	25	86	3	21	
	GLASGOW	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	8	25	58	4	
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	7	25	79	4	
	LUTON	AIR 2000	C	A	9	0	0	56	22	22	0	0	0	17	100	-9	4	
	LUTON	AIR 2000	C	D	9	0	0	89	0	11	0	0	0	10	50	28	4	
	MANCHESTER	AIR 2000	S	A	5	0	0	80	0	20	0	0	0	6	75	-1	8	
	MANCHESTER	AIR 2000	S	D	5	0	0	100	0	0	0	0	0	-1	86	6	7	
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	0	40	0	0	0	22	0	0	0	
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	-1	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-5	67	-1	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	88	4	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-4	50	23	2	
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	13	50	14	2	
	LUTON	BRITANNIA AIRWAYS	C	A	10	3	2	80	10	0	0	10	0	30	85	-5	13	
	LUTON	BRITANNIA AIRWAYS	C	D	9	3	3	78	11	0	0	11	0	32	82	6	11	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	86	0	7	7	0	0	7	53	32	17	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	2	42	42	0	17	0	0	30	65	40	17	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-7	0	0	0	
	EDINBURGH	CALEDONIAN AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	35	0	0	0	
	EDINBURGH	CALEDONIAN AIRWAYS	C	D	4	0	1	0	100	0	0	0	0	20	0	0	0	
	LUTON	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	45	0	156	6	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PAPHOS																	
	LUTON	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	25	0	115	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	-1	20	34	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	33	25	24	4
	GATWICK	CYPRUS AIRWAYS	S	A	8	0	0	63	13	13	13	0	0	16	50	36	12
	GATWICK	CYPRUS AIRWAYS	C	A	5	0	0	40	0	60	0	0	0	25	0	0	0
	GATWICK	CYPRUS AIRWAYS	C	D	5	0	0	40	0	60	0	0	0	26	0	0	0
	GATWICK	CYPRUS AIRWAYS	S	D	8	1	0	63	25	0	13	0	0	24	42	46	12
	HEATHROW	CYPRUS AIRWAYS	S	D	4	0	0	100	0	0	0	0	0	4	67	14	9
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	7	1	0	57	14	29	0	0	0	16	0	0	0
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	7	1	0	29	14	43	14	0	0	50	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	56	20	9
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-5	100	2	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	75	0	0	135	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	50	0	0	90	0	0	0
<b>TOTAL PAPHOS</b>					<b>256</b>	<b>9</b>	<b>8</b>	<b>62</b>	<b>14</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>20</b>	<b>20</b>
PARIS (CHARLES DE GAULLE)																	
	BIRMINGHAM	AIR FRANCE	S	A	116	0	4	90	9	1	1	0	0	4	82	8	72
	BIRMINGHAM	AIR FRANCE	S	D	116	0	4	97	2	1	0	0	0	2	82	10	72
	EDINBURGH	AIR FRANCE	S	A	30	0	1	97	0	3	0	0	0	0	0	0	0
	EDINBURGH	AIR FRANCE	S	D	30	0	1	97	3	0	0	0	0	3	0	0	0
	HEATHROW	AIR FRANCE	S	A	261	0	12	70	18	8	4	0	0	12	68	11	241
	HEATHROW	AIR FRANCE	S	D	260	0	11	86	7	5	3	0	0	5	78	9	241
	MANCHESTER	AIR FRANCE	S	A	116	0	0	84	9	7	1	0	0	7	84	8	102
	MANCHESTER	AIR FRANCE	S	D	116	0	0	94	3	3	0	0	0	0	81	10	101
	GATWICK	AIR GABON	S	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	AIR GABON	S	D	4	0	0	75	25	0	0	0	0	3	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	238	0	7	82	10	5	2	1	0	10	75	11	244
	HEATHROW	BMI BRITISH MIDLAND	S	D	237	1	7	92	5	1	1	0	0	1	81	7	244

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
PARIS (CHARLES DE GAULLE)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	137	0	6	64	26	7	3	0	0	13	88	6	169
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	137	0	6	77	12	8	2	0	0	10	83	8	169
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	27	0	0	89	11	0	0	0	0	2	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	23	0	0	87	4	9	0	0	0	9	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	51	1	3	82	8	4	6	0	0	7	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	52	1	2	88	6	4	2	0	0	6	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	149	0	1	89	8	1	2	0	0	7	87	4	161
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	149	0	1	93	5	1	2	0	0	5	86	8	161
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	54	0	0	91	7	2	0	0	0	1	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	62	0	0	95	5	0	0	0	0	7	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	23	0	0	87	13	0	0	0	0	7	90	6	49
	GLASGOW	BRITISH AIRWAYS PLC	S	D	24	0	0	88	13	0	0	0	0	5	90	3	48
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	7	50	50	0	0	0	0	-1	100	8	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	237	1	0	81	11	5	3	0	0	7	82	6	243
	HEATHROW	BRITISH AIRWAYS PLC	S	D	237	0	0	88	7	2	3	0	0	3	85	5	243
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	8	100	0	0	0	0	0	-7	0	18	1
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	123	0	1	89	7	2	3	0	0	2	87	4	135
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	123	0	1	87	7	1	5	0	0	8	76	10	135
	GATWICK	CAMEROON AIRLINES	S	A	2	2	2	50	0	50	0	0	0	24	0	24	5
	GATWICK	CAMEROON AIRLINES	S	D	5	0	0	0	20	60	0	20	0	83	50	37	4
	STANSTED	KLM UK LTD	S	A	113	0	3	88	6	3	4	0	0	0	75	11	8
	STANSTED	KLM UK LTD	S	D	113	0	2	88	6	3	3	0	0	6	80	11	10
	LUTON	SCOT AIRWAYS	S	A	75	4	15	87	4	5	4	0	0	3	86	28	7
	LUTON	SCOT AIRWAYS	S	D	73	2	17	77	15	7	1	0	0	7	86	26	7
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3523</b>	<b>12</b>	<b>122</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>8</b>	<b>8</b>

PARIS (LE BOURGET)

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PARIS (ORLY)																	
	HEATHROW	AIR INTER EUROPE	S	A	74	0	0	82	14	4	0	0	0	4	0	0	0
	HEATHROW	AIR INTER EUROPE	S	D	74	0	0	91	5	4	0	0	0	1	0	0	0
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	88	0	5	64	18	11	7	0	0	17	80	5	88
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	88	0	5	83	9	6	2	0	0	6	83	5	88
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	78	13	9	0	0	0	5	66	16	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	84	9	5	2	0	0	6	69	11	58
<b>TOTAL PARIS (ORLY)</b>					<b>435</b>	<b>1</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>10</b>	<b>10</b>
PERPIGNAN																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	4	0	0	75	25	0	0	0	0	8	75	15	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	4	0	0	100	0	0	0	0	0	2	50	18	4
<b>TOTAL PERPIGNAN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>16</b>	<b>16</b>
PERTH (AUSTRALIA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	10	26	6	0	0	14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	26	10	0	0	0	15	0	0	0
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHILADELPHIA INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	92	3	3	2	0	0	-9	98	-15	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	16	3	2	0	0	10	56	18	59
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>2</b>	<b>2</b>
PHUKET																	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	60	0	20	0	0	49	0	0	0
<b>TOTAL PHUKET</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>80</b>	<b>1</b>	<b>1</b>
PISA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	66	26	6	3	0	0	11	69	20	35
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	91	6	3	0	0	0	3	63	20	35
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	6	0	0	33	33	33	0	0	0	23	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PISA																	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	8	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	64	9	27	0	0	0	19	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	82	0	18	0	0	0	9	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	67	0	33	0	0	0	10	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	1	100	0	0	0	0	0	5	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	10	40	40	10	0	0	36	13	62	8
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	40	20	30	10	0	0	25	63	46	8
<b>TOTAL PISA</b>					<b>142</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>15</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>26</b>	<b>26</b>
PITTSBURGH																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	6	16	0	0	0	2	71	14	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	3	6	0	0	12	77	7	31
<b>TOTAL PITTSBURGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>11</b>	<b>11</b>
PLYMOUTH																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	4	0	0	100	0	0	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	116	0	0	75	15	8	3	0	0	10	51	26	111
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	38	0	0	87	8	3	3	0	0	3	75	10	40
<b>TOTAL PLYMOUTH</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>21</b>	<b>21</b>
PONTOISE																	
PORLAMAR																	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	1	100	-21	2
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	50	0	25	0	25	0	60	100	-1	2
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	60	0	0	40	0	0	19	100	-22	2
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	14	33	26	3
<b>TOTAL PORLAMAR</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>78</b>	<b>-1</b>	<b>-1</b>
PORT OF SPAIN																	
	HEATHROW	BWIA	S	A	26	0	0	54	12	15	15	4	0	28	62	6	26
	HEATHROW	BWIA	S	D	26	0	0	31	31	8	23	8	0	55	58	20	26



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
PORT OF SPAIN																		
<b>TOTAL PORT OF SPAIN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>12</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>60</b>	<b>13</b>	<b>13</b>	
PRAGUE																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	2	0	0	50	50	0	0	0	0	13	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	39	0	0	64	21	10	3	3	0	22	100	-15	3	
	HEATHROW	BMI BRITISH MIDLAND	S	D	39	0	0	87	10	0	3	0	0	5	100	8	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	10	2	3	2	0	9	85	4	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	89	10	0	2	0	0	5	82	7	62	
	HEATHROW	CSA	S	A	62	0	0	55	26	10	10	0	0	18	43	31	61	
	HEATHROW	CSA	S	D	62	0	0	90	6	2	2	0	0	0	81	6	62	
	MANCHESTER	CSA	S	A	14	0	0	79	21	0	0	0	0	8	54	31	13	
	MANCHESTER	CSA	S	D	14	0	0	86	14	0	0	0	0	3	69	14	13	
	STANSTED	CSA	S	A	17	0	0	71	6	0	24	0	0	28	0	0	0	
	STANSTED	CSA	S	D	17	0	0	71	6	0	24	0	0	26	0	0	0	
<b>TOTAL PRAGUE</b>					<b>394</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>12</b>	<b>12</b>	
PRESTWICK																		
	NEWCASTLE	GILL AIRWAYS	S	A	11	1	0	55	0	0	18	0	27	404	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	8	1	17	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	122	0	2	90	7	2	1	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	D	120	1	3	88	8	3	1	0	0	4	0	0	0	
<b>TOTAL PRESTWICK</b>					<b>262</b>	<b>3</b>	<b>22</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PREVEZA																		
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-32	100	-42	3	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	100	-4	2	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	2	100	-5	1	
	MANCHESTER	AIR 2000	C	D	3	0	1	67	0	0	33	0	0	21	100	-1	1	
	GATWICK	AIRWORLD AVIATION LTD	C	A	2	0	0	100	0	0	0	0	0	9	0	0	0	
	GATWICK	AIRWORLD AVIATION LTD	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	BRITANNIA AB	C	A	2	0	0	50	0	0	0	50	0	95	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PREVEZA																		
	MANCHESTER	BRITANNIA AB	C	D	2	0	0	50	0	0	50	0	0	62	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	3	50	1	2	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	18	100	-3	1	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-15	67	22	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-14	67	36	3	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	33	33	0	33	0	0	32	60	13	5	
	GATWICK	TRANSAER	C	A	3	1	1	0	67	0	33	0	0	62	0	0	0	
	GATWICK	TRANSAER	C	D	4	0	0	50	0	25	25	0	0	42	0	0	0	
<b>TOTAL PREVEZA</b>					<b>50</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>8</b>	<b>6</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>4</b>	<b>4</b>	
PUERTO PLATA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	80	20	0	0	0	0	-2	86	-2	7	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	7	88	11	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	15	0	1	93	7	0	0	0	0	-8	78	-1	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	1	83	8	0	8	0	0	13	86	17	7	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-35	100	-103	2	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	33	20	3	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	2	1	1	100	0	0	0	0	0	-26	67	2	3	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	8	50	23	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	23	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	6	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0	
<b>TOTAL PUERTO PLATA</b>					<b>75</b>	<b>1</b>	<b>3</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>5</b>	<b>5</b>	
PUERTO VALLARTA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	12	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	3	0	0	33	0	0	67	0	0	31	100	-35	2	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	70	100	5	2	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	58	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PUERTO VALLARTA	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	0	0	0	100	0	0	83	0	0	0
<b>TOTAL PUERTO VALLARTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>6</b>	<b>24</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>100</b>	<b>-15</b>	<b>-15</b>
PULA	MANCHESTER	FLIGHTLINE LTD	C	A	2	0	0	0	0	50	50	0	0	74	0	0	0
<b>TOTAL PULA</b>					<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>83</b>	<b>83</b>
PUNTA CANA	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL PUNTA CANA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>4</b>	<b>4</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	77	3	13	6	0	0	0	65	11	31
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	84	16	0	0	0	0	8	84	9	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>10</b>	<b>10</b>
REIMS																	
<b>TOTAL REIMS</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>
RENNES	GATWICK	BRIT AIR	S	A	52	0	2	85	12	2	2	0	0	10	83	8	53
	GATWICK	BRIT AIR	S	D	52	0	2	88	6	4	2	0	0	8	83	10	53
<b>TOTAL RENNES</b>					<b>104</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>9</b>
REUS	GATWICK	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	9	80	-6	5
	GATWICK	AIR 2000	C	D	4	0	1	100	0	0	0	0	0	4	75	11	4
	MANCHESTER	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-2	92	-14	13
	MANCHESTER	AIR 2000	C	D	4	0	1	75	25	0	0	0	0	7	80	-5	10
	GLASGOW	AIRWORLD AVIATION LTD	C	A	3	0	0	100	0	0	0	0	0	10	0	0	0
	GLASGOW	AIRWORLD AVIATION LTD	C	D	2	0	1	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	8	0	0	88	0	13	0	0	0	-13	40	26	5
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	7	0	1	57	14	29	0	0	0	9	33	37	3
	GLASGOW	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	-20	100	-20	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	3	100	1	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	11	75	19	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	67	24	3
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	18	75	18	8
	GATWICK	BRITANNIA AIRWAYS	C	D	7	1	0	86	0	0	14	0	0	17	67	29	6
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-11	100	-18	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	100	0	3
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	0	60	23	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	3	50	34	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	75	8	8	8	0	0	8	82	6	17

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 1995					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
REUS	MANCHESTER	BRITANNIA AIRWAYS	C	D	11	0	0	91	9	0	0	0	0	5	69	31	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	27	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	1	0	100	0	0	0	0	0	-34	75	16	8
	GATWICK	MONARCH AIRLINES	C	D	4	1	0	100	0	0	0	0	0	0	57	29	7
	GLASGOW	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	28	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	17	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	67	17	17	0	0	0	-10	80	22	5
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	1	33	33	0	33	0	0	33	75	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	73	80	-6	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	1	0	100	0	0	0	0	0	0	75	2	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	0	25	0	0	13	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	1	0	50	33	17	0	0	0	12	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-25	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	-5	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	46	75	9	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	1	0	67	0	33	0	0	0	13	56	22	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-8	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	-1	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-26	20	30	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	0	59	4
<b>TOTAL REUS</b>					<b>188</b>	<b>8</b>	<b>7</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>11</b>
RHODES	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-31	100	-10	4
	BIRMINGHAM	AIR 2000	C	D	4	0	1	100	0	0	0	0	0	-5	50	11	4
	GATWICK	AIR 2000	C	A	12	0	0	75	0	17	8	0	0	14	70	24	10
	GATWICK	AIR 2000	C	D	10	0	2	70	20	10	0	0	0	8	38	25	8
	GLASGOW	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	-12	75	18	4
	GLASGOW	AIR 2000	C	D	5	0	0	60	20	20	0	0	0	20	33	41	3
	MANCHESTER	AIR 2000	C	A	11	2	0	55	9	9	27	0	0	37	75	1	8

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
RHODES	MANCHESTER	AIR 2000	C	D	9	2	2	67	0	11	22	0	0	35	83	5	6	
	NEWCASTLE	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-10	0	0	0	
	NEWCASTLE	AIR 2000	C	D	4	0	1	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	9	88	-4	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	3	100	-1	6	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	1	0	44	11	22	22	0	0	26	74	2	19	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	38	25	13	25	0	0	28	79	8	14	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	-11	25	42	4	
	LUTON	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	14	75	-2	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	86	0	0	14	0	0	8	46	31	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	11	0	0	82	9	9	0	0	0	7	55	37	11	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	15	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-8	75	5	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	1	67	33	0	0	0	0	5	100	-4	3	
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	1	67	0	0	33	0	0	24	71	29	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	33	17	0	50	0	0	63	67	34	6	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	-3	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	15	0	0	0	
	GATWICK	CHALLENGAIR	C	A	3	0	0	67	0	0	33	0	0	-9	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	3	1	1	67	0	0	33	0	0	22	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	3	0	1	67	0	0	0	33	0	63	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	1	100	0	0	0	0	0	1	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	100	0	0	0	0	0	-5	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	1	86	7	7	
	GATWICK	MONARCH AIRLINES	C	D	4	0	1	50	25	25	0	0	0	23	83	9	6	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	60	0	0	0	0	10	75	-10	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	14	75	4	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-10	40	47	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-4	25	55	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	19	0	48	9	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RHODES																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	22	100	4	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	10	30	30	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-11	75	26	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-24	50	54	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	75	53	4	
<b>TOTAL RHODES</b>					<b>226</b>	<b>7</b>	<b>13</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>18</b>	<b>18</b>	
RIGA																		
	GATWICK	AIR BALTIC CORPORATION SIA	S	A	6	0	0	67	33	0	0	0	0	2	69	13	29	
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	5	0	1	100	0	0	0	0	0	4	86	7	29	
	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	6	0	0	17	33	50	0	0	0	24	0	0	0	
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	6	0	0	50	0	50	0	0	0	22	0	0	0	
	GATWICK	RIGA AIRLINES EXPRESS	S	A	22	0	0	41	18	14	23	5	0	39	31	35	26	
	GATWICK	RIGA AIRLINES EXPRESS	S	D	22	0	0	50	5	14	32	0	0	41	69	47	26	
<b>TOTAL RIGA</b>					<b>68</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>13</b>	<b>18</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>64</b>	<b>25</b>	<b>25</b>	
RIMINI																		
<b>TOTAL RIMINI</b>					<b>5</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>51</b>	<b>51</b>	
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	HEATHROW	VARIG	S	A	13	0	0	62	23	0	15	0	0	16	0	58	4	
	HEATHROW	VARIG	S	D	13	0	0	31	23	38	0	0	8	81	40	30	10	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>29</b>	<b>38</b>	<b>38</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	100	0	0	0	0	0	-20	85	-7	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	8	0	0	11	85	2	13	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	50	25	25	0	0	0	16	78	8	9	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	100	0	0	0	0	0	4	100	12	5	
<b>TOTAL RIYADH</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>85</b>	<b>2</b>	<b>2</b>	
ROME (CIAMPINO)																		
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	33	17	42	8	0	0	33	27	63	11	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ROME (CIAMPINO)																		
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	60	10	10	20	0	0	24	64	49	11	
	MANCHESTER	MONARCH AIRLINES	C	A	7	1	1	14	29	29	29	0	0	42	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	1	63	25	13	0	0	0	14	0	0	0	
<b>TOTAL ROME (CIAMPINO)</b>					<b>43</b>	<b>1</b>	<b>2</b>	<b>47</b>	<b>19</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>51</b>	<b>36</b>	<b>36</b>	
ROME (FIUMICINO)																		
	GATWICK	ALITALIA	S	A	30	0	0	63	27	10	0	0	0	14	46	29	28	
	GATWICK	ALITALIA	S	D	30	0	0	60	27	13	0	0	0	13	54	29	28	
	HEATHROW	ALITALIA	S	A	153	0	2	52	27	18	3	0	0	18	57	24	154	
	HEATHROW	ALITALIA	S	D	151	1	3	68	19	8	5	1	0	16	47	27	153	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	1	40	40	10	10	0	0	24	52	32	31	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	1	70	23	3	3	0	0	13	74	24	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	65	20	7	6	1	1	16	44	29	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	88	8	2	2	0	0	5	60	20	124	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	27	0	0	81	4	7	4	0	4	48	74	12	27	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	0	48	41	7	0	4	0	21	77	15	26	
	MANCHESTER	SABENA	S	A	63	0	0	89	8	3	0	0	0	0	71	10	76	
	MANCHESTER	SABENA	S	D	52	0	2	88	10	2	0	0	0	4	71	23	48	
<b>TOTAL ROME (FIUMICINO)</b>					<b>903</b>	<b>2</b>	<b>9</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>23</b>	<b>23</b>	
ROTTERDAM																		
	GATWICK	CITY FLYER EXPRESS	S	A	111	0	0	80	14	5	2	0	0	7	58	14	104	
	GATWICK	CITY FLYER EXPRESS	S	D	112	0	0	78	11	10	2	0	0	10	60	17	106	
	HEATHROW	KLM	S	A	134	0	1	73	15	9	2	1	0	13	52	23	132	
	HEATHROW	KLM	S	D	134	0	1	84	8	4	2	1	0	3	62	16	132	
	STANSTED	KLM UK LTD	S	A	64	0	0	97	3	0	0	0	0	-5	0	0	0	
	STANSTED	KLM UK LTD	S	D	63	1	0	78	14	6	2	0	0	7	0	0	0	
	STANSTED	SCOT AIRWAYS	S	A	15	0	1	20	60	20	0	0	0	23	0	0	0	
	STANSTED	SCOT AIRWAYS	S	D	15	0	1	80	20	0	0	0	0	4	0	0	0	
<b>TOTAL ROTTERDAM</b>					<b>650</b>	<b>2</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>17</b>	<b>17</b>	



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
SALONIKA																	
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	5	0	0	100	0	0	0	0	0	-12	100	11	1
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	2	0	0	100	0	0	0	0	0	-2	100	-9	1
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	100	0	0	0	0	0	-23	88	-11	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	1	100	-5	6
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-4	38	16	8
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	10	83	6	6
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	8	100	-7	4
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	1	50	50	0	0	0	0	14	100	-1	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	86	14	0	0	0	0	-13	50	29	10
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	13	78	17	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	0	70	23	3	3	0	0	10	78	5	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	13	0	0	0	13	86	3	29
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	44	11	0	0	0	12	100	-2	4
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	33	0	0	0	15	100	-4	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-7	33	21	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	100	0	0	0	0	23	100	1	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	33	0	0	0	19	0	116	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	2	33	70	3
<b>TOTAL SALONIKA</b>					<b>129</b>	<b>1</b>	<b>5</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>15</b>	<b>15</b>
SALZBURG																	
	GATWICK	LAUDA-AIR	S	A	59	0	1	73	20	7	0	0	0	9	67	27	33
	GATWICK	LAUDA-AIR	S	D	59	0	1	76	22	2	0	0	0	8	85	18	33
<b>TOTAL SALZBURG</b>					<b>119</b>	<b>1</b>	<b>6</b>	<b>75</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>22</b>	<b>22</b>
SAMOS																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	16	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	75	0	0	0	38	20	32	5
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	-1	50	12	4
<b>TOTAL SAMOS</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>24</b>	<b>24</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
SAN DIEGO																		
	GATWICK	BRITISH AIRWAYS PLC		S A	29	0	0	86	0	3	7	0	3	16	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	28	0	0	89	0	4	7	0	0	12	0	0	0	
<b>TOTAL SAN DIEGO</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	58	0	0	91	0	7	2	0	0	-7	67	12	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	57	0	0	86	9	4	2	0	0	7	58	19	59	
	HEATHROW	UNITED AIRLINES		S A	62	0	0	66	13	11	8	2	0	16	39	47	31	
	HEATHROW	UNITED AIRLINES		S D	62	0	0	85	8	2	5	0	0	10	68	11	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	1	0	77	13	0	7	3	0	21	87	-1	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	33	40	10	7	10	0	46	70	19	30	
<b>TOTAL SAN FRANCISCO</b>					<b>299</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>17</b>	<b>17</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	50	25	25	0	0	0	14	40	22	5	
	GATWICK	BRITANNIA AIRWAYS		C D	3	0	0	100	0	0	0	0	0	2	100	7	4	
	MANCHESTER	BRITANNIA AIRWAYS		C D	2	0	0	50	50	0	0	0	0	13	100	4	2	
	GATWICK	BRITISH AIRWAYS PLC		S A	4	0	0	50	0	0	0	50	0	119	50	24	4	
	GATWICK	BRITISH AIRWAYS PLC		S D	4	0	0	25	25	0	0	50	0	124	100	1	5	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>18</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>59</b>	<b>65</b>	<b>15</b>	<b>15</b>	
SANAA																		
	GATWICK	YEMENIA		S A	4	0	3	0	25	50	0	25	0	86	75	10	4	
	GATWICK	YEMENIA		S D	4	0	3	0	0	50	25	25	0	116	25	36	4	
<b>TOTAL SANAA</b>					<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>101</b>	<b>50</b>	<b>23</b>	<b>23</b>	
SANFORD																		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	-11	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	5	0	1	80	20	0	0	0	0	11	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C A	13	0	0	69	8	0	23	0	0	18	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C D	14	0	0	57	29	7	7	0	0	19	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS		C A	11	0	0	27	64	9	0	0	0	16	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS		C D	9	0	0	78	11	11	0	0	0	11	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
SANFORD																	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	76	18	6	0	0	0	-3	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	0	0	88	13	0	0	0	0	7	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	7	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0
	GATWICK	CHALLENGAIR	C	A	2	0	0	0	50	0	50	0	0	70	0	0	0
	GLASGOW	MONARCH AIRLINES	C	A	7	1	0	71	14	14	0	0	0	2	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	6	0	0	33	17	33	17	0	0	30	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	26	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	0	0	46	46	8	0	86	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	2	36	36	14	14	0	0	32	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	25	13	25	13	0	57	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	1	88	0	0	13	0	0	12	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	56	0	0	0
	LUTON	MY TRAVEL AIRWAYS UK	C	D	3	1	0	100	0	0	0	0	0	9	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	0	33	24	14	19	10	0	57	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	21	0	1	52	14	10	14	5	5	60	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	7	1	0	14	0	14	71	0	0	61	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	25	13	0	0	0	13	0	0	0
<b>TOTAL SANFORD</b>					<b>232</b>	<b>5</b>	<b>5</b>	<b>53</b>	<b>19</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANTIAGO DE CHILE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	11	2	1	55	0	36	9	0	0	28	56	13	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	93	0	0	7	0	0	12	89	6	9
<b>TOTAL SANTIAGO DE CHILE</b>					<b>25</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>10</b>	<b>10</b>
SANTIAGO DE COMPOSTELA																	
	HEATHROW	IBERIA	S	A	25	1	0	96	4	0	0	0	0	-2	0	0	0
	HEATHROW	IBERIA	S	D	26	0	0	100	0	0	0	0	0	-9	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>51</b>	<b>1</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>97</b>	<b>-4</b>	<b>-4</b>
SANTO DOMINGO																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANTO DOMINGO																	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	11	100	-18	2
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	100	5	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	40	20	0	0	31	50	5	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	24	75	9	4
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-37	0	0	0
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	69	50	29	2
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	0	0	0	100	0	0	102	50	68	2
<b>TOTAL SANTO DOMINGO</b>					<b>20</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>14</b>	<b>14</b>
SAO PAULO (GUARULHOS)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	0	0	0	20	147	100	2	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	63	13	25	0	0	0	14	100	5	4
	HEATHROW	VARIG	S	A	8	0	0	25	25	38	0	0	13	169	11	67	9
	HEATHROW	VARIG	S	D	9	0	0	56	44	0	0	0	0	11	33	44	3
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>50</b>	<b>38</b>	<b>38</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	-9	71	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	13	3	0	0	0	7	74	22	31
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>73</b>	<b>16</b>	<b>16</b>
SEOUL (KIMPO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	1	1	54	15	15	15	0	0	14	67	50	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	8	8	0	0	14	78	4	9
	HEATHROW	KOREAN AIR	S	A	18	0	0	56	22	11	11	0	0	22	23	39	13
	HEATHROW	KOREAN AIR	S	D	18	0	0	78	17	6	0	0	0	7	62	29	13
<b>TOTAL SEOUL (KIMPO)</b>					<b>62</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>31</b>	<b>31</b>
SEVILLE																	
	HEATHROW	IBERIA	S	A	31	0	0	94	0	3	3	0	0	-1	84	8	31
	HEATHROW	IBERIA	S	D	31	0	0	94	0	3	3	0	0	-4	84	6	31
<b>TOTAL SEVILLE</b>					<b>65</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>83</b>	<b>8</b>	<b>8</b>
SEYCHELLES																	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
SEYCHELLES																		
	GATWICK	AIR SEYCHELLES	S	A	9	0	0	44	33	11	0	0	11	166	56	11	9	
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	44	22	11	0	0	22	263	67	15	9	
	MANCHESTER	AIR SEYCHELLES	S	A	3	0	1	67	33	0	0	0	4	0	0	0		
	MANCHESTER	AIR SEYCHELLES	S	D	3	0	1	67	33	0	0	0	2	0	0	0		
<b>TOTAL SEYCHELLES</b>					<b>24</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>162</b>	<b>61</b>	<b>13</b>	<b>13</b>	
SFAX																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	60	20	0	0	18	25	19	4		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	3	50	19	4		
<b>TOTAL SFAX</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>38</b>	<b>19</b>	<b>19</b>		
SHANNON																		
	GATWICK	AB AIRLINES	S	A	78	0	0	79	12	4	5	0	7	0	0	0		
	GATWICK	AB AIRLINES	S	D	78	0	0	87	6	5	1	0	4	0	0	0		
	HEATHROW	AER LINGUS	S	A	113	0	3	73	18	4	2	3	19	74	15	110		
	HEATHROW	AER LINGUS	S	D	115	0	2	82	12	3	2	2	12	79	11	111		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	53	1	1	94	4	2	0	0	-2	90	-1	31		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	53	0	1	94	4	2	0	0	1	97	-2	30		
<b>TOTAL SHANNON</b>					<b>491</b>	<b>1</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>10</b>		
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	33	0	33	33	0	34	0	0	0		
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	2	0	43	14	29	14	0	28	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	63	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	20	80	0	0	44	33	27	3		
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>19</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>42</b>	<b>26</b>	<b>0</b>	<b>41</b>	<b>35</b>	<b>51</b>	<b>51</b>		
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	-19	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	80	20	0	0	0	8	0	0	0		
	HEATHROW	SINGAPORE AIRLINES	S	A	62	0	0	71	15	15	0	0	9	65	17	62		
	HEATHROW	SINGAPORE AIRLINES	S	D	62	0	0	66	31	3	0	0	11	48	21	62		
	MANCHESTER	SINGAPORE AIRLINES	S	A	13	0	0	92	0	8	0	0	-9	92	-6	13		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SINGAPORE	MANCHESTER	SINGAPORE AIRLINES	S	D	13	0	0	31	38	31	0	0	0	23	54	15	13
<b>TOTAL SINGAPORE</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>16</b>	<b>16</b>
SKIATHOS	GATWICK	AIRWORLD AVIATION LTD	C	A	9	0	0	100	0	0	0	0	0	-6	0	0	0
	GATWICK	AIRWORLD AVIATION LTD	C	D	7	0	1	71	14	14	0	0	0	13	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	A	3	0	0	33	0	0	67	0	0	65	0	0	0
	MANCHESTER	AIRWORLD AVIATION LTD	C	D	4	0	0	50	25	0	25	0	0	31	100	-9	1
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	3	0	0	33	0	33	0	0	33	182	0	0	0
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	19	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	0	67	33	0	0	0	0	0	100	-39	3
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	1	50	0	50	0	0	0	25	100	-2	2
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	1	1	100	0	0	0	0	0	-1	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	1	100	0	0	0	0	0	-6	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	10	50	28	4
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	28	67	10	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	0	20	273	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	1	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	1	1	100	0	0	0	0	0	-30	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	1	75	0	25	0	0	0	10	0	0	0
<b>TOTAL SKIATHOS</b>					<b>60</b>	<b>3</b>	<b>7</b>	<b>72</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>64</b>	<b>9</b>	<b>9</b>
SOFIA	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	21	0	0	62	33	0	5	0	0	17	32	32	22
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	21	0	0	90	0	0	10	0	0	4	73	12	22
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	19	0	0	89	5	0	5	0	0	4	93	-14	14
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	19	0	0	63	37	0	0	0	0	13	64	12	14
<b>TOTAL SOFIA</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>13</b>	<b>13</b>
SOUTHAMPTON	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	72	0	1	97	3	0	0	0	0	-4	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SOUTHAMPTON																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	72	0	1	94	6	0	0	0	0	4	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	72	0	1	96	1	3	0	0	0	-6	90	1	69
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	73	0	0	97	0	3	0	0	0	-2	91	4	70
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	69	1	0	96	1	1	1	0	0	1	89	7	44
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	69	0	0	93	6	0	1	0	0	1	95	-3	42
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	22	0	1	91	5	0	5	0	0	5	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	45	0	1	67	18	11	4	0	0	15	0	0	0
<b>TOTAL SOUTHAMPTON</b>					<b>496</b>	<b>3</b>	<b>6</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>2</b>	<b>2</b>
SOUTHEND																	
<b>TOTAL SOUTHEND</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
SPLIT																	
	GATWICK	CROATIA AIRLINES	C	A	5	0	0	20	40	40	0	0	0	26	75	11	4
	GATWICK	CROATIA AIRLINES	C	D	5	0	0	60	20	20	0	0	0	18	75	24	4
	GLASGOW	CROATIA AIRLINES	C	A	2	0	1	50	0	50	0	0	0	16	0	0	0
	GLASGOW	CROATIA AIRLINES	C	D	3	0	1	33	33	33	0	0	0	24	0	0	0
	MANCHESTER	CROATIA AIRLINES	C	A	3	0	2	33	33	33	0	0	0	22	80	55	5
	MANCHESTER	CROATIA AIRLINES	C	D	4	0	3	50	25	25	0	0	0	19	67	85	3
	GATWICK	FLIGHTLINE LTD	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL SPLIT</b>					<b>26</b>	<b>2</b>	<b>7</b>	<b>50</b>	<b>23</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>37</b>	<b>37</b>
ST KITTS																	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	11	0	0	0
<b>TOTAL ST KITTS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST LOUIS (LAMBERT)																	
	GATWICK	TRANS WORLD AIRLINES	S	A	30	0	1	40	20	27	10	0	3	42	68	14	31
	GATWICK	TRANS WORLD AIRLINES	S	D	30	0	1	73	20	0	3	0	3	28	71	21	31
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>69</b>	<b>17</b>	<b>17</b>
ST LUCIA (HEWANORRA)																	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	0	20	0	61	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	8	15	23	0	0	35	62	51	13

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	15	38	15	15	15	0	79	57	61	14	
	GATWICK	CALEDONIAN AIRWAYS		C D	4	0	0	25	50	0	0	0	25	124	80	12	5	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>29</b>	<b>11</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>65</b>	<b>63</b>	<b>43</b>	<b>43</b>	
ST PETERSBURG																		
	GATWICK	AEROFLOT		S A	9	0	0	78	22	0	0	0	0	4	0	0	0	
	GATWICK	AEROFLOT		S D	9	0	0	89	11	0	0	0	0	5	0	0	0	
	HEATHROW	AEROFLOT		S A	4	0	0	100	0	0	0	0	0	-1	100	5	4	
	HEATHROW	AEROFLOT		S D	4	0	0	50	50	0	0	0	0	13	75	5	4	
	HEATHROW	BRITISH AIRWAYS PLC		S A	21	0	0	62	19	19	0	0	0	9	59	12	22	
	HEATHROW	BRITISH AIRWAYS PLC		S D	21	0	0	95	5	0	0	0	0	2	82	10	22	
<b>TOTAL ST PETERSBURG</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>10</b>	<b>10</b>	
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S A	70	0	0	96	3	1	0	0	0	-6	89	-2	66	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S D	70	0	0	100	0	0	0	0	0	-3	97	-4	67	
	EDINBURGH	KLM UK LTD		S A	135	0	1	81	10	9	1	0	0	3	0	0	0	
	EDINBURGH	KLM UK LTD		S D	132	0	3	78	14	8	0	0	0	11	0	0	0	
	GLASGOW	KLM UK LTD		S A	109	0	0	82	9	4	6	0	0	4	87	1	86	
	GLASGOW	KLM UK LTD		S D	107	0	2	88	3	5	5	0	0	8	84	6	83	
	NEWCASTLE	KLM UK LTD		S A	72	1	0	92	7	1	0	0	0	0	0	0	0	
	NEWCASTLE	KLM UK LTD		S D	71	2	0	94	3	3	0	0	0	0	0	0	0	
<b>TOTAL STANSTED</b>					<b>766</b>	<b>3</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>1</b>	<b>1</b>	
STAVANGER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	27	0	0	63	30	7	0	0	0	14	85	17	26	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	27	0	0	70	7	11	11	0	0	19	81	11	27	
	HEATHROW	SAS		S A	62	0	0	69	26	5	0	0	0	8	74	8	62	
	HEATHROW	SAS		S D	62	0	0	87	11	2	0	0	0	3	89	1	62	
<b>TOTAL STAVANGER</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>7</b>	<b>7</b>	
STOCKHOLM (ARLANDA)																		



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
STOCKHOLM (ARLANDA)																		
	GATWICK	AIR 2000	C	A	9	0	0	0	44	44	11	0	0	35	0	0	0	
	GATWICK	AIR 2000	C	D	9	0	0	67	11	22	0	0	0	13	0	0	0	
	STANSTED	BRITANNIA AB	C	A	3	0	0	100	0	0	0	0	0	-1	89	4	18	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	57	0	0	70	18	7	5	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	0	89	5	2	4	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	1	81	7	8	2	0	1	10	74	9	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	1	90	8	2	0	0	0	2	85	5	124	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	67	22	11	0	0	0	14	22	55	9	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	0	33	67	0	0	0	37	11	75	9	
	EDINBURGH	SAS	S	A	4	0	0	100	0	0	0	0	0	-17	0	0	0	
	EDINBURGH	SAS	S	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	HEATHROW	SAS	S	A	151	0	0	72	17	9	2	0	0	11	68	12	151	
	HEATHROW	SAS	S	D	151	0	0	89	5	3	3	0	0	5	88	5	150	
	MANCHESTER	SAS	S	A	26	0	1	92	4	4	0	0	0	-3	78	12	27	
	MANCHESTER	SAS	S	D	26	0	1	92	8	0	0	0	0	0	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>762</b>	<b>2</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>10</b>	<b>10</b>	
STORD																		
STORNOWAY																		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	50	0	0	80	18	0	2	0	0	10	77	10	56	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	49	0	0	92	6	2	0	0	0	4	82	8	57	
	GLASGOW	LOGANAIR	S	A	8	0	0	63	0	38	0	0	0	19	0	0	0	
	GLASGOW	LOGANAIR	S	D	9	0	0	56	22	0	22	0	0	25	0	0	0	
<b>TOTAL STORNOWAY</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>9</b>	<b>9</b>	
STRASBOURG																		
	HEATHROW	AIR INTER EUROPE	S	A	28	0	0	64	25	11	0	0	0	12	0	0	0	
	HEATHROW	AIR INTER EUROPE	S	D	27	0	0	56	22	19	4	0	0	19	0	0	0	
<b>TOTAL STRASBOURG</b>					<b>56</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>21</b>	<b>21</b>	
STUTT GART																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
STUTTGART	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	19	3	6	0	0	10	50	19	54
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	0	10	0	0	0	6	89	4	54
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	50	0	0	86	4	4	6	0	0	5	68	15	47
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	50	0	0	80	8	4	8	0	0	13	85	9	47
	HEATHROW	LUFTHANSA	S	A	66	0	1	86	9	5	0	0	0	2	67	13	72
	HEATHROW	LUFTHANSA	S	D	87	0	1	94	3	2	0	0	0	-1	80	7	90
<b>TOTAL STUTTGART</b>					<b>315</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>11</b>	<b>11</b>
SUMBURGH	EDINBURGH	BMI REGIONAL	S	A	30	0	0	77	23	0	0	0	0	9	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	46	0	2	83	13	4	0	0	0	10	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	26	1	1	62	35	4	0	0	0	12	85	6	26
	MANCHESTER	BMI REGIONAL	S	D	53	0	0	98	0	2	0	0	0	-1	67	14	3
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	88	8	4	0	0	0	3	88	8	49
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	0	85	4	7	0	4	0	10	100	-3	22
	EDINBURGH	LOGANAIR	S	A	27	1	0	78	11	7	4	0	0	9	0	0	0
	EDINBURGH	LOGANAIR	S	D	27	0	0	74	15	7	0	4	0	22	0	0	0
	GLASGOW	LOGANAIR	S	A	27	0	0	93	4	4	0	0	0	2	62	13	26
	GLASGOW	LOGANAIR	S	D	27	0	0	93	4	4	0	0	0	5	88	6	26
<b>TOTAL SUMBURGH</b>					<b>316</b>	<b>2</b>	<b>3</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	<b>7</b>
SYDNEY	HEATHROW	QANTAS	S	A	62	0	0	76	10	6	8	0	0	11	74	26	31
	HEATHROW	QANTAS	S	D	23	0	0	52	43	4	0	0	0	15	77	12	30
<b>TOTAL SYDNEY</b>					<b>85</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>19</b>	<b>19</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TAIPEI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	10	46	17	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	10	69	32	13	
	HEATHROW	EVA AIR	S	A	14	0	0	21	36	43	0	0	0	25	31	32	13	
	HEATHROW	EVA AIR	S	D	14	0	0	86	7	0	7	0	0	11	54	25	13	
<b>TOTAL TAIPEI</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>26</b>	<b>26</b>	
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	20	0	0	90	5	5	0	0	0	9	0	0	0	
	GATWICK	ESTONIAN AIR	S	D	20	0	0	75	25	0	0	0	0	8	0	0	0	
<b>TOTAL TALLIN</b>					<b>40</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44	0	11	22	22	0	91	60	6	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	40	0	20	10	30	0	90	75	13	4	
<b>TOTAL TAMPA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>26</b>	<b>0</b>	<b>90</b>	<b>67</b>	<b>9</b>	<b>9</b>	
TAMPERE																		
TANGIERS (IBN BATUTA)																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	35	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	19	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	22	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	27	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>93</b>	<b>2</b>	<b>2</b>	
TARBES-LOURDES INTERNA																		
	LUTON	AERIS	C	A	3	2	3	67	0	0	33	0	0	24	0	0	0	
	LUTON	AERIS	C	D	3	2	3	67	0	0	33	0	0	29	0	0	0	
	MANCHESTER	AIR 2000	C	A	3	0	0	67	0	0	0	33	0	95	50	55	2	
	MANCHESTER	AIR 2000	C	D	2	0	1	50	0	0	0	50	0	148	50	72	2	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	18	75	-10	4	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	0	75	25	0	0	0	25	60	34	5	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>21</b>	<b>4</b>	<b>7</b>	<b>52</b>	<b>19</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>48</b>	<b>34</b>	<b>34</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	16	0	1	75	6	13	6	0	0	11	56	18	18
	HEATHROW	UZBEKISTAN AIRLINES	S	D	16	0	1	94	0	0	6	0	0	8	67	27	18
	MANCHESTER	UZBEKISTAN AIRLINES	S	A	5	0	0	80	0	0	0	20	0	35	50	36	4
	MANCHESTER	UZBEKISTAN AIRLINES	S	D	4	0	0	75	0	25	0	0	0	19	50	34	4
<b>TOTAL TASHKENT</b>					<b>41</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>25</b>	<b>25</b>
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	143	0	0	83	10	6	2	0	0	7	86	4	142
	HEATHROW	BMI BRITISH MIDLAND	S	D	142	0	1	85	8	5	2	0	0	3	92	0	142
<b>TOTAL TEESSIDE</b>					<b>285</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>2</b>	<b>2</b>
TEHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	56	22	22	0	0	0	14	100	-12	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	60	40	0	0	0	0	9	78	6	9
	HEATHROW	IRAN AIR	S	A	14	0	0	57	29	7	7	0	0	12	79	8	14
	HEATHROW	IRAN AIR	S	D	14	0	0	71	21	7	0	0	0	9	57	36	14
<b>TOTAL TEHRAN</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>28</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>12</b>
TEL AVIV	GATWICK	AIR 2000	C	A	12	0	0	17	25	17	33	8	0	66	20	65	10
	GATWICK	AIR 2000	C	D	13	0	0	38	8	23	31	0	0	54	25	40	12
	GATWICK	AIRWORLD AVIATION LTD	C	D	3	0	0	67	0	0	33	0	0	40	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	55	19	13	13	0	0	24	55	13	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	45	29	16	6	3	0	29	55	19	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	71	17	3	9	0	0	13	70	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	77	14	3	3	0	3	34	90	4	30
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	1	1	56	0	22	22	0	0	31	0	433	2
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	50	30	20	0	0	0	19	50	68	2
	GATWICK	EL AL	C	A	4	0	0	25	25	50	0	0	0	20	100	1	2
	GATWICK	EL AL	C	D	4	0	0	25	25	0	50	0	0	42	100	7	2
	HEATHROW	EL AL	S	A	40	0	2	73	5	15	8	0	0	12	70	10	43
	HEATHROW	EL AL	S	D	43	0	2	70	12	7	12	0	0	16	74	5	46

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
TEL AVIV																		
	MANCHESTER	EL AL	S	A	9	0	0	56	33	11	0	0	0	12	71	2	7	
	MANCHESTER	EL AL	S	D	9	0	0	89	11	0	0	0	7	100	1	7		
	STANSTED	EL AL	S	A	8	0	0	100	0	0	0	0	-7	25	78	4		
	STANSTED	EL AL	S	D	11	0	0	45	36	0	18	0	25	75	33	4		
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	10	15	35	40	0	63	0	61	26		
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	40	25	15	20	0	41	38	29	26		
<b>TOTAL TEL AVIV</b>					<b>349</b>	<b>4</b>	<b>8</b>	<b>57</b>	<b>17</b>	<b>12</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>26</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	AIR 2000	C	A	13	0	0	85	8	8	0	0	10	92	-9	13		
	BIRMINGHAM	AIR 2000	C	D	13	0	0	92	0	8	0	0	6	100	-1	13		
	GATWICK	AIR 2000	C	A	22	0	0	36	36	14	14	0	29	38	36	24		
	GATWICK	AIR 2000	C	D	22	0	0	68	18	5	9	0	19	58	29	24		
	GLASGOW	AIR 2000	C	A	8	0	0	75	13	13	0	0	6	85	47	13		
	GLASGOW	AIR 2000	C	D	8	0	0	50	25	13	13	0	26	85	5	13		
	LUTON	AIR 2000	C	A	4	0	0	75	25	0	0	0	10	75	16	4		
	LUTON	AIR 2000	C	D	4	0	0	100	0	0	0	0	3	75	6	4		
	MANCHESTER	AIR 2000	C	A	22	0	0	50	18	18	14	0	19	77	7	22		
	MANCHESTER	AIR 2000	C	D	22	0	0	77	9	9	5	0	8	83	7	23		
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	-24	0	0	0		
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	-8	0	0	0		
	GATWICK	AIR ATLANTA ICELANDIC	C	A	4	0	0	75	0	0	25	0	24	0	0	0		
	GATWICK	AIR ATLANTA ICELANDIC	C	D	4	0	0	75	0	0	25	0	48	0	0	0		
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	5	0	0	40	0	0	60	0	55	0	51	1		
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	5	0	0	20	20	40	20	0	52	0	17	1		
	EDINBURGH	AIR EUROPA	C	A	5	0	0	100	0	0	0	0	-11	0	0	0		
	EDINBURGH	AIR EUROPA	C	D	4	0	1	100	0	0	0	0	-2	0	0	0		
	GATWICK	AIR EUROPA	C	A	7	0	0	29	29	14	14	14	49	0	0	0		
	GATWICK	AIR EUROPA	C	D	8	0	0	63	0	13	13	13	44	0	0	0		
	GLASGOW	AIR EUROPA	C	A	4	0	0	0	0	75	25	0	69	100	2	2		
	GLASGOW	AIR EUROPA	C	D	4	0	0	0	0	75	25	0	75	100	-4	1		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)	MANCHESTER	AIR EUROPA	C	A	8	0	0	100	0	0	0	0	0	-11	75	12	8
	MANCHESTER	AIR EUROPA	C	D	7	1	0	71	29	0	0	0	0	6	63	19	8
	GATWICK	ALL LEISURE AIRLINES LTD	C	A	2	0	0	0	0	50	50	0	0	61	38	16	8
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	2	0	0	0	50	0	50	0	0	56	71	12	7
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	100	0	0	0	0	0	-1	78	34	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	6	0	0	100	0	0	0	0	0	3	70	33	10
	EDINBURGH	BRITANNIA AIRWAYS	C	A	6	0	0	50	33	0	17	0	0	18	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	23	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	46	31	15	8	0	0	21	47	67	19
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	85	8	0	8	0	0	10	79	42	19
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-9	50	159	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-1	67	54	9
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	9	80	11	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	100	-2	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	54	15	31	0	0	0	16	59	20	22
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	77	8	15	0	0	0	12	83	7	23
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	71	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	70	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	11	100	8	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	100	-2	4
	EDINBURGH	CALEDONIAN AIRWAYS	C	A	2	0	2	0	0	50	50	0	0	53	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	11	0	0	9	9	36	45	0	0	71	25	39	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	1	0	27	0	9	64	0	0	79	13	42	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	12	0	0	33	8	42	0	17	0	64	44	36	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	13	0	0	38	15	46	0	0	0	24	33	30	9
	GATWICK	CHALLENGAIR	C	A	6	1	0	0	33	17	0	0	50	259	0	0	0
	GATWICK	CHALLENGAIR	C	D	6	1	0	17	17	17	0	0	50	243	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	19	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	1	0	50	0	0	33	0	17	154	0	0	0

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	43	29	0	14	0	14	143	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	33	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	A	9	0	0	33	33	33	0	0	0	19	100	-13	4
	BIRMINGHAM	FUTURA AIRLINES	C	D	9	0	0	56	11	33	0	0	0	23	25	14	4
	GATWICK	FUTURA AIRLINES	C	A	7	0	0	71	14	0	14	0	0	9	0	0	0
	GATWICK	FUTURA AIRLINES	C	D	6	0	0	50	33	0	17	0	0	15	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	60	20	20	0	0	0	10	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	60	0	20	20	0	0	18	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	A	10	0	0	20	0	40	40	0	0	53	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	10	0	1	30	0	30	40	0	0	44	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	3	0	0	0	33	33	33	0	0	47	60	19	5
	MANCHESTER	LEISURE INTERNATIONAL	C	D	3	0	0	67	0	33	0	0	0	16	86	6	7
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	0	0	75	25	0	0	57	0	23	4
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	25	0	50	25	0	0	34	100	6	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	0	38	50	13	0	0	41	0	46	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	75	0	13	13	0	0	17	50	27	4
	GATWICK	MONARCH AIRLINES	C	A	30	0	0	10	13	37	27	10	3	96	50	28	32
	GATWICK	MONARCH AIRLINES	C	D	30	0	0	53	13	10	10	10	3	70	76	21	33
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	11	100	0	3
	LUTON	MONARCH AIRLINES	S	A	9	0	0	67	22	11	0	0	0	11	78	16	9
	LUTON	MONARCH AIRLINES	S	D	8	1	0	88	13	0	0	0	0	6	78	11	9
	LUTON	MONARCH AIRLINES	C	D	3	1	0	67	33	0	0	0	0	8	100	2	4
	MANCHESTER	MONARCH AIRLINES	C	A	23	0	0	22	30	35	13	0	0	34	38	27	32
	MANCHESTER	MONARCH AIRLINES	C	D	23	1	0	70	17	9	4	0	0	14	82	7	33
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	26	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	25	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	30	10	40	20	0	0	38	67	95	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	30	20	0	50	0	0	52	93	5	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	0	56	22	22	0	0	47	38	205	8

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	11	0	0	15	11	115	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	0	22	33	22	22	0	98	50	41	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	1	0	11	11	22	33	22	0	114	67	21	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	11	22	33	0	0	38	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	1	88	0	13	0	0	0	2	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	42	0	67	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	33	0	63	4	
	GLASGOW	OASIS INTERNATIONAL	C	A	4	0	0	75	25	0	0	0	0	2	75	2	12	
	GLASGOW	OASIS INTERNATIONAL	C	D	4	0	0	75	0	25	0	0	0	13	67	12	12	
	GATWICK	SPANAIR	C	D	2	0	0	0	0	50	50	0	0	59	0	0	0	
	MANCHESTER	SPANAIR	C	A	8	0	0	75	13	0	13	0	0	5	33	26	3	
	MANCHESTER	SPANAIR	C	D	8	0	0	63	0	25	13	0	0	22	75	25	4	
	GATWICK	TRANSAER	C	A	6	0	0	50	17	33	0	0	0	28	57	38	7	
	GATWICK	TRANSAER	C	D	6	0	0	67	17	17	0	0	0	15	83	1	6	
	MANCHESTER	VIVA	C	A	12	0	0	67	33	0	0	0	0	9	0	0	0	
	MANCHESTER	VIVA	C	D	13	0	0	62	38	0	0	0	0	13	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>796</b>	<b>15</b>	<b>17</b>	<b>53</b>	<b>15</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>62</b>	<b>32</b>	<b>32</b>	
THIRA (SANTORINI)																		
TIREE																		
	GLASGOW	LOGANAIR	S	A	17	3	0	94	6	0	0	0	0	4	71	9	17	
	GLASGOW	LOGANAIR	S	D	18	2	0	94	0	0	6	0	0	1	82	13	17	
<b>TOTAL TIREE</b>					<b>35</b>	<b>5</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>11</b>	<b>11</b>	
TOBAGO																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	22	11	33	11	11	11	156	50	19	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	50	25	0	0	25	244	0	0	0	
<b>TOTAL TOBAGO</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>31</b>	<b>8</b>	<b>8</b>	<b>15</b>	<b>183</b>	<b>50</b>	<b>19</b>	<b>19</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	A	12	0	0	33	8	42	17	0	0	32	11	46	9	
	HEATHROW	AEROFLOT	S	D	12	0	0	83	17	0	0	0	0	8	67	15	9	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Matched	Plan (8)											
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	52	16	29	3	0	0	20	34	22	32	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	87	10	0	3	0	0	6	81	6	32	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	1	79	11	9	2	0	0	0	48	36	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	81	18	0	2	0	0	8	74	13	58	
	HEATHROW	JAPAN AIRLINES	S	A	40	0	0	40	25	28	8	0	0	25	54	14	37	
	HEATHROW	JAPAN AIRLINES	S	D	40	0	0	70	15	13	3	0	0	15	74	42	38	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	1	1	56	12	24	4	4	0	15	52	20	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	54	27	12	8	0	0	21	67	15	27	
<b>TOTAL TOKYO (NARITA)</b>					<b>330</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>23</b>	<b>23</b>	
TORONTO																		
	GLASGOW	AIR CANADA	S	A	28	0	0	50	21	18	11	0	0	19	68	8	19	
	GLASGOW	AIR CANADA	S	D	28	0	0	82	11	7	0	0	0	7	68	19	19	
	HEATHROW	AIR CANADA	S	A	69	1	6	54	19	19	7	1	0	24	52	28	63	
	HEATHROW	AIR CANADA	S	D	69	0	0	74	14	7	3	1	0	12	51	21	61	
	MANCHESTER	AIR CANADA	S	A	28	0	0	68	18	7	7	0	0	7	83	-9	18	
	MANCHESTER	AIR CANADA	S	D	28	0	0	75	14	11	0	0	0	6	78	4	18	
	GATWICK	AIR CLUB INTERNATIONAL	C	A	5	0	3	40	20	40	0	0	0	12	60	26	5	
	GATWICK	AIR CLUB INTERNATIONAL	C	D	5	0	3	80	20	0	0	0	0	11	60	11	5	
	GLASGOW	AIR CLUB INTERNATIONAL	C	A	5	0	3	0	40	60	0	0	0	33	25	32	4	
	GLASGOW	AIR CLUB INTERNATIONAL	C	D	4	0	3	75	0	25	0	0	0	9	25	53	4	
	MANCHESTER	AIR CLUB INTERNATIONAL	C	A	5	0	4	40	20	40	0	0	0	19	80	10	5	
	MANCHESTER	AIR CLUB INTERNATIONAL	C	D	4	0	4	75	0	25	0	0	0	13	60	27	5	
	HEATHROW	AIR INDIA	S	A	8	0	0	50	13	25	0	13	0	48	40	227	10	
	HEATHROW	AIR INDIA	S	D	8	0	0	0	75	13	0	0	13	86	0	308	11	
	BIRMINGHAM	AIR TRANSAT	C	A	4	0	0	100	0	0	0	0	0	-8	50	3	4	
	BIRMINGHAM	AIR TRANSAT	C	D	4	0	0	75	25	0	0	0	0	9	100	4	4	
	EDINBURGH	AIR TRANSAT	C	A	2	0	0	100	0	0	0	0	0	-28	0	0	0	
	EDINBURGH	AIR TRANSAT	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	AIR TRANSAT	C	A	12	1	0	100	0	0	0	0	0	-1	82	13	11	
	GATWICK	AIR TRANSAT	C	D	13	0	0	69	8	15	0	8	0	27	75	25	12	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TORONTO	GLASGOW	AIR TRANSAT	C	A	5	0	0	60	0	40	0	0	0	5	67	18	6
	GLASGOW	AIR TRANSAT	C	D	5	0	0	60	20	20	0	0	0	17	67	30	6
	MANCHESTER	AIR TRANSAT	C	A	12	0	0	67	8	17	8	0	0	11	78	10	9
	MANCHESTER	AIR TRANSAT	C	D	10	1	0	30	30	30	0	0	10	69	71	26	7
	STANSTED	AIR TRANSAT	C	A	2	0	0	100	0	0	0	0	0	-19	100	-9	2
	STANSTED	AIR TRANSAT	C	D	2	0	0	50	0	50	0	0	0	28	50	18	2
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	28	1	1	82	14	4	0	0	0	-14	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	1	83	10	3	3	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	0	82	8	5	5	0	0	0	79	-4	39
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	56	33	3	5	0	3	26	59	17	39
	BIRMINGHAM	CANADA 3000 AIRLINES	C	A	3	0	0	100	0	0	0	0	0	-31	0	0	0
	BIRMINGHAM	CANADA 3000 AIRLINES	C	D	3	0	0	100	0	0	0	0	0	-1	0	0	0
	GATWICK	CANADA 3000 AIRLINES	C	A	20	0	0	90	5	0	5	0	0	-9	100	-23	8
	GATWICK	CANADA 3000 AIRLINES	C	D	20	0	0	85	10	0	5	0	0	12	100	2	8
	GLASGOW	CANADA 3000 AIRLINES	C	A	6	0	0	83	17	0	0	0	0	-3	100	-6	5
	GLASGOW	CANADA 3000 AIRLINES	C	D	6	0	0	100	0	0	0	0	0	4	100	4	5
	MANCHESTER	CANADA 3000 AIRLINES	C	A	10	0	0	80	0	20	0	0	0	-1	100	-21	9
	MANCHESTER	CANADA 3000 AIRLINES	C	D	10	0	0	80	0	20	0	0	0	13	78	12	9
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	31	0	2	55	29	10	6	0	0	20	68	15	31
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	31	0	2	81	13	0	6	0	0	8	87	1	31
<b>TOTAL TORONTO</b>					<b>645</b>	<b>8</b>	<b>32</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>23</b>	<b>23</b>
TOULOUSE (BLAGNAC)	HEATHROW	AIR FRANCE	S	A	13	0	0	23	38	15	15	8	0	45	87	5	61
	HEATHROW	AIR FRANCE	S	D	13	0	0	62	8	15	8	8	0	29	93	2	61
	HEATHROW	AIR INTER EUROPE	S	A	50	0	0	74	20	6	0	0	0	7	0	0	0
	HEATHROW	AIR INTER EUROPE	S	D	50	0	0	90	10	0	0	0	0	-2	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	70	20	7	3	0	0	13	84	10	62
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	82	12	5	2	0	0	9	85	9	62

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)																	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>246</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>7</b>
TOURS																	
<b>TOTAL TOURS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO																	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	50	50	0	0	0	0	4	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL TREVISO</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIVANDRUM																	
TUNIS																	
	GATWICK	GB AIRWAYS LTD	S	A	13	1	0	54	23	15	8	0	0	27	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	29	43	14	14	0	0	29	0	0	0
	HEATHROW	TUNISAIR	S	A	13	0	0	38	46	15	0	0	0	19	43	32	14
	HEATHROW	TUNISAIR	S	D	13	0	0	8	23	69	0	0	0	35	36	38	14
<b>TOTAL TUNIS</b>					<b>53</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>34</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>37</b>	<b>37</b>
TURIN																	
	HEATHROW	ALITALIA	S	A	31	0	0	52	19	23	6	0	0	20	56	30	27
	HEATHROW	ALITALIA	S	D	31	0	0	65	19	10	6	0	0	12	56	23	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	61	21	11	3	3	0	20	73	6	33
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	90	6	0	2	2	0	4	87	4	31
<b>TOTAL TURIN</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>16</b>	<b>16</b>
TURKU																	
	GATWICK	FINNAIR	S	A	23	0	0	61	17	22	0	0	0	13	0	0	0
	GATWICK	FINNAIR	S	D	27	0	0	93	7	0	0	0	0	2	0	0	0
<b>TOTAL TURKU</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						OCT 1995			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
URALSK	STANSTED	EUROFLY SPA	C	A	2	0	0	50	0	50	0	0	0	32	0	0	0	
<b>TOTAL URALSK</b>					<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						MATCHED	Plan (8)											
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	25	0	0	84	8	4	4	0	0	7	67	27	18	
	GATWICK	GB AIRWAYS LTD	S	D	24	0	0	96	0	0	4	0	0	8	89	22	18	
	HEATHROW	IBERIA	S	A	31	0	0	90	3	6	0	0	0	5	94	6	31	
	HEATHROW	IBERIA	S	D	31	0	0	94	3	3	0	0	0	-4	90	3	31	
<b>TOTAL VALENCIA</b>					<b>111</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>12</b>	<b>12</b>	
VANCOUVER																		
	GLASGOW	AIR CANADA	S	A	2	0	0	100	0	0	0	0	0	-27	0	0	0	
	GLASGOW	AIR CANADA	S	D	2	0	0	100	0	0	0	0	0	9	0	0	0	
	HEATHROW	AIR CANADA	S	A	31	0	0	74	10	6	10	0	0	8	48	32	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	61	23	10	6	0	0	15	52	24	31	
	GATWICK	AIR CLUB INTERNATIONAL	C	A	3	0	0	67	0	33	0	0	0	-4	0	154	4	
	GATWICK	AIR CLUB INTERNATIONAL	C	D	4	0	0	25	25	25	25	0	0	39	0	147	4	
	GLASGOW	AIR CLUB INTERNATIONAL	C	A	4	0	4	75	0	0	25	0	0	4	50	19	4	
	GLASGOW	AIR CLUB INTERNATIONAL	C	D	4	0	4	0	25	75	0	0	0	40	0	121	4	
	MANCHESTER	AIR CLUB INTERNATIONAL	C	A	4	0	3	75	0	25	0	0	0	5	0	146	4	
	MANCHESTER	AIR CLUB INTERNATIONAL	C	D	4	0	4	0	25	50	25	0	0	38	0	155	4	
	GATWICK	AIR TRANSAT	C	D	2	0	0	50	50	0	0	0	0	13	50	18	2	
	GLASGOW	AIR TRANSAT	C	A	2	0	0	100	0	0	0	0	0	-28	0	56	1	
	GLASGOW	AIR TRANSAT	C	D	2	0	0	50	50	0	0	0	0	8	100	-3	1	
	MANCHESTER	AIR TRANSAT	C	D	2	0	0	100	0	0	0	0	0	6	0	28	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	2	2	72	17	0	10	0	0	8	77	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	0	0	0	3	42	81	14	31	
	GATWICK	CANADA 3000 AIRLINES	C	A	9	0	0	78	0	22	0	0	0	3	0	0	0	
	GATWICK	CANADA 3000 AIRLINES	C	D	9	0	0	89	0	11	0	0	0	7	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	46	0	0	72	15	9	4	0	0	3	58	16	31	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	46	0	0	72	13	7	9	0	0	12	74	10	31	
<b>TOTAL VANCOUVER</b>					<b>271</b>	<b>4</b>	<b>19</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>29</b>	<b>29</b>	
VARADERO																		
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	24	100	14	2	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VARADERO																	
<b>TOTAL VARADERO</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>14</b>	<b>14</b>
VARNA																	
<b>TOTAL VARNA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>44</b>	<b>19</b>	<b>19</b>
VENICE																	
	GATWICK	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0
	GATWICK	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	ALITALIA	S	A	62	0	0	65	21	11	3	0	0	15	70	12	61
	GATWICK	ALITALIA	S	D	62	0	0	63	24	10	3	0	0	14	80	7	61
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	25	0	74	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	40	18	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	22	50	66	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	5	50	60	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	91	0	9	0	0	0	-7	84	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	89	9	0	3	0	0	5	71	10	31
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	3	0	0	67	33	0	0	0	0	8	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	1	0	57	29	14	0	0	0	7	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	2	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	50	50	0	0	62	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-3	80	16	10
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	90	10	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	50	50	0	0	74	100	-8	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	5	100	-3	2
<b>TOTAL VENICE</b>					<b>257</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>15</b>	<b>15</b>
VERONA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	49	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	0	100	0	0	105	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	0	74	13	10	3	0	0	11	84	4	61
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	61	0	0	89	7	3	2	0	0	8	74	11	61

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VERONA	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	6	100	1	1
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-5	100	-3	2
<b>TOTAL VERONA</b>					<b>139</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>10</b>	<b>10</b>
VIENNA	GATWICK	ALL LEISURE AIRLINES LTD	C	A	8	0	1	13	50	25	13	0	0	32	67	12	3
	GATWICK	ALL LEISURE AIRLINES LTD	C	D	8	0	1	63	13	13	13	0	0	23	100	-4	3
	HEATHROW	AUSTRIAN AIRLINES	S	A	102	0	0	75	13	10	2	0	0	6	62	18	104
	HEATHROW	AUSTRIAN AIRLINES	S	D	102	0	0	85	9	5	1	0	0	3	78	11	105
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	58	32	8	2	0	0	14	64	23	61
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	68	19	8	5	0	0	16	76	10	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	76	17	4	2	0	0	6	61	17	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	88	8	3	1	0	0	5	69	12	93
	GATWICK	LAUDA-AIR	S	A	17	0	0	76	24	0	0	0	0	7	65	17	17
	GATWICK	LAUDA-AIR	S	D	17	0	0	76	18	6	0	0	0	12	53	22	17
	MANCHESTER	LAUDA-AIR	S	A	27	0	0	96	0	4	0	0	0	-3	56	21	27
	MANCHESTER	LAUDA-AIR	S	D	27	0	0	85	11	4	0	0	0	3	78	10	27
<b>TOTAL VIENNA</b>					<b>623</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>16</b>	<b>16</b>
VILNIUS	HEATHROW	LITHUANIA AIRLINES	S	A	22	0	0	100	0	0	0	0	0	-7	82	6	17
	HEATHROW	LITHUANIA AIRLINES	S	D	22	0	0	100	0	0	0	0	0	-2	71	12	17
<b>TOTAL VILNIUS</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>76</b>	<b>9</b>	<b>9</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
WARSAW	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	13	2	3	0	0	6	77	9	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	1	87	6	6	0	0	0	5	84	9	51	
	HEATHROW	LOT-POLISH AIRLINES	S	A	67	0	0	76	15	6	3	0	0	9	80	10	44	
	HEATHROW	LOT-POLISH AIRLINES	S	D	67	0	0	85	12	1	1	0	0	3	83	15	47	
<b>TOTAL WARSAW</b>					<b>260</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>11</b>	
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	84	7	3	5	0	0	2	76	-3	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	68	21	5	5	0	0	16	73	22	59	
	HEATHROW	UNITED AIRLINES	S	A	62	1	0	66	15	11	8	0	0	12	68	27	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	79	13	6	2	0	0	11	63	15	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	87	13	0	0	0	0	-7	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	70	13	3	13	0	0	18	0	0	0	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>299</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>15</b>	<b>15</b>	
WATERFORD	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	2	0	1	100	0	0	0	0	0	4	75	-3	8	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	3	0	0	100	0	0	0	0	0	-6	88	6	8	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	1	92	0	0	4	4	0	4	94	-5	31	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	89	7	0	4	0	0	3	94	2	31	
	LUTON	SCOT AIRWAYS	S	A	21	0	3	38	33	29	0	0	0	22	61	20	51	
	LUTON	SCOT AIRWAYS	S	D	21	0	3	90	10	0	0	0	0	6	83	6	53	
<b>TOTAL WATERFORD</b>					<b>100</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>7</b>	<b>7</b>	
WICK	NEWCASTLE	GILL AIRWAYS	S	A	22	0	1	77	9	5	9	0	0	9	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	34	0	0	91	6	3	0	0	0	0	0	0	0	
<b>TOTAL WICK</b>					<b>56</b>	<b>3</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WINDHOEK	HEATHROW	AIR NAMIBIA	S	A	13	0	0	46	15	15	15	8	0	47	38	26	13	
	HEATHROW	AIR NAMIBIA	S	D	13	0	0	54	31	8	0	8	0	34	92	7	13	
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>65</b>	<b>16</b>	<b>16</b>	



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

Origin / Destinations: Y

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

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	61	16	16	6	0	0	16	65	9	31	
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	71	16	3	10	0	0	16	77	12	31	
<b>TOTAL ZAGREB</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>11</b>	<b>11</b>	
ZAKINTHOS	BIRMINGHAM	AIR 2000	C	A	2	1	1	100	0	0	0	0	0	-46	100	-53	3	
	BIRMINGHAM	AIR 2000	C	D	2	0	1	100	0	0	0	0	0	-1	100	-8	2	
	GATWICK	AIR 2000	C	A	8	0	0	100	0	0	0	0	0	-22	88	-10	8	
	GATWICK	AIR 2000	C	D	6	0	2	50	50	0	0	0	0	13	67	12	6	
	GLASGOW	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-17	100	1	3	
	GLASGOW	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	-3	50	20	2	
	MANCHESTER	AIR 2000	C	A	6	0	0	50	33	0	17	0	0	7	100	-34	4	
	MANCHESTER	AIR 2000	C	D	4	0	1	25	75	0	0	0	0	12	67	13	3	
	EDINBURGH	BRITANNIA AB	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	BRITANNIA AB	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	NEWCASTLE	BRITANNIA AB	C	A	3	0	0	67	0	33	0	0	0	-9	0	0	0	
	NEWCASTLE	BRITANNIA AB	C	D	2	0	0	100	0	0	0	0	0	-15	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	20	100	1	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	31	100	-3	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	0	13	0	0	20	60	22	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	83	17	0	0	0	0	8	63	31	8	
	LUTON	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-10	100	-9	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	23	70	3	10	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	75	2	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	0	50	0	119	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-10	40	32	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	25	75	0	0	85	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	33	0	0	67	0	0	74	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	33	50	17	2	
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	25	50	35	2	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	13	0	25	0	0	29	67	1	6	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ZAKINTHOS																		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	25	13	13	0	0	25	60	18	5	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	75	17	8	0	0	0	2	75	14	8	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	80	10	10	0	0	0	4	29	18	7	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-12	50	34	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	14	100	0	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	40	0	0	57	20	41	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	72	75	5	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	33	56	14	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	54	86	8	7	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	-6	75	34	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	67	69	3	
<b>TOTAL ZAKINTHOS</b>					<b>168</b>	<b>1</b>	<b>6</b>	<b>66</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>14</b>	<b>14</b>	
ZARAGOZA																		
	GATWICK	AVIACO	S	A	3	0	0	100	0	0	0	0	0	-9	0	0	0	
	GATWICK	AVIACO	S	D	3	0	0	67	33	0	0	0	0	9	0	0	0	
	STANSTED	AVIACO	S	A	11	0	0	91	0	9	0	0	0	-5	100	-1	2	
	STANSTED	AVIACO	S	D	11	0	0	91	0	9	0	0	0	-1	100	-2	2	
<b>TOTAL ZARAGOZA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>100</b>	<b>-2</b>	<b>-2</b>	
ZURICH																		
	MANCHESTER	AER LINGUS	S	A	23	0	0	96	4	0	0	0	0	1	96	-4	23	
	MANCHESTER	AER LINGUS	S	D	27	0	0	70	22	7	0	0	0	11	89	9	27	
	HEATHROW	BMI BRITISH MIDLAND	S	A	120	0	0	53	29	15	3	0	0	17	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	78	18	4	0	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	63	27	10	0	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	77	21	2	0	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	68	21	9	3	0	0	11	64	16	121	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	85	11	2	3	0	0	5	64	22	121	
	LUTON	EDELWEISS AIR	C	A	21	1	1	81	10	10	0	0	0	5	0	0	0	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 1995				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ZURICH	LUTON	EDELWEISS AIR	C	D	21	1	1	81	14	5	0	0	0	10	0	0	0
	STANSTED	FLIGHTLINE LTD	C	A	35	1	0	51	37	3	9	0	0	21	0	0	0
	STANSTED	FLIGHTLINE LTD	C	D	33	1	0	76	15	0	9	0	0	14	0	0	0
	STANSTED	KLM UK LTD	S	A	62	0	0	53	19	18	10	0	0	24	81	-2	52
	STANSTED	KLM UK LTD	S	D	62	0	0	45	21	24	10	0	0	28	58	16	52
	BIRMINGHAM	SWISS AIRLINES	S	A	52	2	2	77	13	6	4	0	0	8	70	11	30
	BIRMINGHAM	SWISS AIRLINES	S	D	54	0	0	57	30	9	4	0	0	17	53	22	30
	EDINBURGH	SWISS AIRLINES	S	A	27	0	4	93	4	4	0	0	0	3	0	0	0
	EDINBURGH	SWISS AIRLINES	S	D	27	0	4	74	22	4	0	0	0	12	0	0	0
	MANCHESTER	SWISS AIRLINES	S	A	4	0	0	25	75	0	0	0	0	21	0	0	0
	MANCHESTER	SWISS AIRLINES	S	D	4	0	1	100	0	0	0	0	0	6	0	0	0
	HEATHROW	SWISSAIR	S	A	161	0	0	64	20	11	6	0	0	16	61	15	155
	HEATHROW	SWISSAIR	S	D	160	0	0	75	18	6	2	0	0	10	66	13	155
	MANCHESTER	SWISSAIR	S	A	31	0	0	77	23	0	0	0	0	7	81	9	31
	MANCHESTER	SWISSAIR	S	D	31	0	0	71	23	6	0	0	0	11	71	12	31
<b>TOTAL ZURICH</b>					<b>1439</b>	<b>8</b>	<b>13</b>	<b>69</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>16</b>	<b>16</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1996

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
AMSTERDAM	502	1	0	84	10	5	2	0	0	7	79	11	451
DUBLIN	552	6	11	93	3	2	3	0	0	3	90	4	531
PALMA DE MALLORCA	157	0	9	84	7	2	5	1	1	11	79	6	193
PARIS (CHARLES DE GAULLE)	530	0	10	92	6	1	1	0	0	4	85	6	466
CHARTERED FLIGHTS(ALL ROUTES)	1120	20	33	75	10	8	6	1	0	13	69	15	1345
SCHEDULED FLIGHTS(ALL ROUTES)	5579	18	58	87	7	3	2	0	0	5	85	7	5378
AIRPORT TOTAL	6699	38	91	85	8	4	3	0	0	7	82	8	6723

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1996

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
AMSTERDAM	186	0	0	77	17	5	1	0	0	10	0	0	0
DUBLIN	215	5	5	91	5	3	1	0	0	4	0	0	0
PALMA DE MALLORCA	39	0	4	49	31	15	5	0	0	16	0	0	0
PARIS (CHARLES DE GAULLE)	226	0	2	93	5	2	0	0	0	3	0	0	0
CHARTERED FLIGHTS(ALL ROUTES)	193	21	19	54	20	12	11	1	2	41	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	5327	17	99	84	11	4	1	0	0	7	0	0	0
AIRPORT TOTAL	5520	38	118	83	11	4	1	0	0	8	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1996

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	477	1	4	78	16	5	1	0	0	10	72	16	247	
ATHENS	204	5	5	50	19	17	13	0	0	25	60	22	221	
DUBLIN	503	4	5	77	12	10	1	0	0	10	80	9	440	
NEW YORK (JF KENNEDY)	62	0	0	73	19	3	3	2	0	6	84	1	62	
PALMA DE MALLORCA	383	5	21	63	12	13	10	2	1	30	61	25	308	
PARIS (CHARLES DE GAULLE)	289	2	14	70	19	9	2	0	0	12	84	7	353	
CHARTERED FLIGHTS(ALL ROUTES)	4443	93	171	51	16	15	14	3	1	38	59	26	4961	
SCHEDULED FLIGHTS(ALL ROUTES)	13603	27	137	73	16	7	3	0	0	12	76	12	11581	
AIRPORT TOTAL	18046	120	308	68	16	9	6	1	0	18	71	16	16542	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1996

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	190	1	0	78	13	8	1	0	0	6	61	20	168	
DUBLIN	192	0	0	92	3	3	3	0	0	2	91	3	184	
PALMA DE MALLORCA	126	4	14	56	17	10	6	9	2	44	54	30	157	
PARIS (CHARLES DE GAULLE)	47	0	0	87	13	0	0	0	0	6	83	8	162	
CHARTERED FLIGHTS(ALL ROUTES)	983	42	76	66	14	11	7	2	0	19	61	29	1120	
SCHEDULED FLIGHTS(ALL ROUTES)	5531	39	37	87	8	3	2	0	0	5	86	6	5262	
AIRPORT TOTAL	6514	81	113	84	9	5	2	0	0	7	81	10	6382	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1996

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
AMSTERDAM	1487	0	4	82	9	6	3	0	0	7	75	10	1443
ATHENS	355	1	0	65	17	14	4	0	0	12	64	13	358
DUBLIN	1312	1	14	81	11	5	3	0	0	8	79	9	1276
NEW YORK (JF KENNEDY)	1125	5	8	76	10	7	5	2	0	14	75	13	1141
PALMA DE MALLORCA	72	0	0	68	17	11	4	0	0	15	82	12	122
PARIS (CHARLES DE GAULLE)	1474	2	52	83	10	4	3	0	0	6	78	8	1459
CHARTERED FLIGHTS(ALL ROUTES)	77	8	37	49	19	19	12	0	0	23	53	38	156
SCHEDULED FLIGHTS(ALL ROUTES)	36189	66	252	77	13	6	3	0	0	10	74	12	35489
AIRPORT TOTAL	36266	74	289	77	13	6	3	0	0	10	73	12	35645

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1996

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	226	13	10	81	12	7	0	0	0	4	68	19	173	
DUBLIN	231	4	2	79	10	6	5	0	0	9	96	0	162	
PALMA DE MALLORCA	87	6	14	75	8	8	6	1	2	18	77	13	90	
PARIS (CHARLES DE GAULLE)	148	6	32	82	9	6	3	0	0	4	86	7	168	
CHARTERED FLIGHTS(ALL ROUTES)	618	62	62	73	9	7	7	3	1	20	72	18	665	
SCHEDULED FLIGHTS(ALL ROUTES)	2041	57	102	79	11	7	3	0	0	8	83	8	860	
AIRPORT TOTAL	2659	119	164	77	11	7	4	1	0	11	78	13	1525	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1996

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	552	0	13	79	12	7	2	0	0	7	75	8	519	
ATHENS	20	1	2	45	20	0	30	5	0	43	70	16	40	
DUBLIN	636	4	5	85	10	3	2	0	0	4	91	3	623	
NEW YORK (JF KENNEDY)	63	0	1	86	2	8	3	2	0	0	87	-5	90	
PALMA DE MALLORCA	399	6	17	61	13	12	11	3	1	26	65	33	412	
PARIS (CHARLES DE GAULLE)	478	0	2	88	6	3	2	0	0	4	82	8	473	
CHARTERED FLIGHTS(ALL ROUTES)	3788	66	197	60	14	13	11	2	1	28	63	24	4379	
SCHEDULED FLIGHTS(ALL ROUTES)	8894	38	103	84	10	4	2	0	0	5	81	7	8832	
AIRPORT TOTAL	12682	104	300	77	11	7	5	1	0	12	75	12	13211	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1996

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
AMSTERDAM	178	0	0	89	4	6	1	0	0	3	0	0	0
DUBLIN	148	0	0	93	3	3	1	0	0	0	0	0	0
PALMA DE MALLORCA	110	1	3	72	8	8	10	0	2	25	0	0	0
PARIS (CHARLES DE GAULLE)	103	2	5	85	7	4	4	0	0	6	0	0	0
CHARTERED FLIGHTS(ALL ROUTES)	701	28	29	70	9	9	10	1	1	23	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	2960	19	55	84	8	4	3	0	0	7	0	0	0
AIRPORT TOTAL	3661	47	84	82	8	5	4	0	0	10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 1996

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	341	0	0	75	15	9	2	0	0	8	79	6	231	
DUBLIN	868	23	76	84	7	5	4	0	0	6	86	6	696	
PALMA DE MALLORCA	85	1	4	69	12	7	11	1	0	18	54	23	103	
PARIS (CHARLES DE GAULLE)	228	0	5	88	7	3	3	0	0	3	78	11	18	
CHARTERED FLIGHTS(ALL ROUTES)	768	17	32	60	17	12	10	1	0	21	59	27	644	
SCHEDULED FLIGHTS(ALL ROUTES)	5331	43	143	82	10	5	3	0	0	6	81	8	4331	
AIRPORT TOTAL	6099	60	175	79	11	6	4	0	0	8	78	10	4975	